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PAGES OF REVIEWS

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- ROWLEY REGIS HOSTS THE ICONIC CUP CHRISTMAS GP
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04



NEW 57407 R/C TRIKE - DUAL RIDER T3-01



A WHOLE NEW RACE CONCEPT

57405 R/C TRIKE - DANCING RIDER T3-01

A new concept in Tamiya R/C is born with this exciting model. When the model turns, the 3-wheel chassis "leans" into the corner much like one would see on real delivery trikes such as those widely used by fast food companies in Japan. It also features a brand-new body, and is bound to give many hours of fun!

SPECS:

- This is an R/C model assembly kit. • The brand new 3-wheel chassis features the motor in the rear section, with the battery in the front. The two sections are linked in the middle, and a steering servo leans the entire front section left and right to effect turns. • Support arms are linked to the steering servo, and help to automatically right the model if it happens to tip over. • The brand new body was penned by the same designer who contributed to such Tamiya R/C models as the VW Type 2 Wheelie (Item 58512) and Farm King (Item 58556). • No ESC included - 90549 ESC TEU 105BK with BEC recommended. • RS-370 motor included. • Requires 2.4 GHz R/C system sold separately.



57407 R/C TRIKE - DUAL RIDER T3-01

This radio control model is the second on the Tamiya T3-01 chassis series. The body in this kit replicates a sleek, futuristic styling form. Furthermore, the included brand-new rider figure is highly detailed, which makes driving the T3-01 chassis more dynamic. Again, the model "leans" into corners like their full-size counterparts. The 3-wheel chassis features the motor in the rear section, with the battery in the front. The two sections are linked in the middle, and a steering servo leans the entire front section and support arms are linked to the steering servo to help right the model if it happens to tip over.

SPECS:

- 1/8 scale R/C model assembly kit. Length: 260mm, width: 135mm, height: 185mm. Wheelbase: 196mm. • Brand new 1-piece polycarbonate body features a sleek, blade-like design. • Features a brand-new driver figure and parts depicting handlebar (and steering wheel). The figure has movable hands (which fit to the bar or steering wheel) and a choice of headgear. • The T3-01 chassis is comprised of front (with R/C equipment and power source) and rear sections. The servo action tilts the front, causing the model to lean into turns. • A planetary gear is integrated into the rear axle for smooth power. • Features telescopic front fork suspension and rear cam-slide setup, for a smooth ride. • Support arms move with the steering servo, and help the model right itself if it overturns. • Type 370-size motor included. • Note: Battery pack size must be under 66x36x15mm and be square shaped to fit this model. • Requires: 2-Channel radio, servo, ESC, battery & compatible charger, and Tamiya PS/TS paint.



Plated chassis parts deliver an awesome look



Battery box for AA batteries can be easily assembled



Front telescopic fork suspension



Type 370 Motor is mounted in rear section



Support arms are linked to the steering servo, and help to automatically right the model if it happens to tip over.

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Speed (sec/60°): @6.0v 0.12s
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Weight: 46g

#ET2027



RRP
£21.99

Speed (sec/60°): @6.0v 0.11s
Torque (kg-cm): @6.0v 8.2kg
Size: 40.5 x 20.3 x 28.0mm
Weight: 44.5g

#ET2035



RRP
£42.99

Speed (sec/60°): @6.0v 0.09s
Torque (kg-cm): @6.0v 9.5kg
Size: 40.5 x 20.3 x 28.0mm
Weight: 44.5g

#ET2036



RRP
£16.99

Speed (sec/60°): @6.0v 0.13s
Torque (kg-cm): @6.0v 9.3kg
Size: 40.5 x 20.3 x 38.0mm
Weight: 55.6g

#ET2047



RRP
£18.99

Speed (sec/60°): @6.0v 0.16s
Torque (kg-cm): @6.0v 15.3kg
Size: 40.5 x 20.3 x 38.0mm
Weight: 55.6g

#ET2048



RRP
£21.99

Speed (sec/60°): @6.0v 0.16s
Torque (kg-cm): @6.0v 20.3kg
Size: 40.5 x 20.3 x 38.0mm
Weight: 55.6g

#ET2049



RRP
£39.99

Speed (sec/60°): @6.0v 0.09s
Torque (kg-cm): @6.0v 15.8kg
Size: 40.5 x 20.3 x 36.5mm
Weight: 59.3g

#ET2061



RRP
£39.99

Speed (sec/60°): @6.0v 0.12s
Torque (kg-cm): @6.0v 20.3kg
Size: 40.5 x 20.3 x 36.5mm
Weight: 59.3g

#ET2062



RRP
£39.99

Speed (sec/60°): @6.0v 0.10s
Torque (kg-cm): @6.0v 32.3kg
Size: 40.5 x 20.3 x 36.5mm
Weight: 59.3g

#ET2063



RRP
£24.99

Speed (sec/60°): @6.0v 0.16s
Torque (kg-cm): @6.0v 21.8kg
Size: 40.5 x 20.2 x 38mm
Weight: 58g

#ET2070



RRP
£54.99

Speed (sec/60°): @6.0v 0.09s
Torque (kg-cm): @6.0v 30.3kg
Size: 40.5 x 20.2 x 38mm
Weight: 58g

#ET2072



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The latest CC-01-derived model is based on the new shape Toyota Hilux Extra Cab that in turn was a replica of Tamiya's famous Bruiser model. To get the full story, head to page 58.

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Jared Tebo wins his first Reedy Race of Champions title at OCRC, Callum Niblett is announced as Xray's latest UK team driver, news ahead of Intermodellbau 2019

that takes place in Germany, Xray teases with an image of their new front-wheel drive model called the T4F as Jonathan Skidmore wins both 2WD and 4WD at the latest round of the Indoor Off Road Masters.

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SUBSCRIBE TODAY SEE P42 FOR A GREAT SUBSCRIPTION **OFFER!**

HB RACING D819

HB Racing has released details of their new 1:8-scale nitro racing buggy, the D819

New from HB Racing is their D819 nitro 1:8 buggy and the latest iteration of the World Champion line. It starts with a new machined aluminium engine mount which is now a one-piece design for simplicity, reduced weight and improved reliability. Mounting the engine and setting the gear mesh is made easier with a new innovative new asymmetric engine mount cams. A heavy-duty machined and lightened steel spur is now

included for added durability, whilst more fine-tuning has taken place on the suspension is a new front B mount, revised rear hub carrier graphite plates, and one-piece anti-roll bar links. Further drivetrain refinements include new front and rear diff pinion and centre outdrive system for easier assembly and maintenance, and new centre drive dogbones.

Topping the kit is the new JConcepts Silencer S15 clear body, which is a popular choice for their team drivers.

All of the new parts are backwards compatible with the D817 and D817 V2 buggies, and D819 is compatible with most

HB spare parts and option parts.



NIBLETT JOINS TEAM XRAY

RC Disco, Xray's UK distributor has confirmed that young off-road star Callum Niblett would be joining them to represent the official UK based Xray team. The first RC Disco 1:8 off-road signing of 2019 adds to the talent who will represent Xray in the class. Callum is a multiple BRCA National A Finalist, has made two BRCA National Podiums and is a runner-up in the European B Championships, and made the following statement:



"I'm really excited to get started with the Xray XB8'19, it's clearly a fast car and it fits the type of design buggy that I was wanting, especially with pivot ball front suspension (and C-hub as an option). As soon as I knew Greg was looking to expand the Xray team I enquired and was thrilled to be welcomed to join and become part of a new project in growing rallycross team here in the UK. I know he's got other top drivers

already lined up so 2019 is going to be great fun and hopefully competitive at the Nationals for us. If anyone is interested in the cars or has any questions, then don't hesitate to come speak with me or Matt Box (RC Pit Box) and the Xray team trackside."

TEBO WINS REEDY RACE OF CHAMPIONS



The Tekno driver took his first Reedy Race of Champions title at OCRC venue in California, USA and in the process took one of the few titles that has eluded him so far in his 18-year RC career

Just a few weeks after signing new deals that saw him move away from Kyosho and Team Orion, Jared Tebo immediately showed his potential with the new Tekno/Maclan package by winning the 25th Reedy Race of Champions event against a star-studded field.

The RRoC would start with the 4WD class and it was a pair of Teknos leading the way as Joe Bornhorst would lead teammate Jared Tebo at the top of the results on day one. With Tekno yet to release a 2WD platform, Jared would race a Team Associated B6.1 as the event moved on and by the end of the second day the Kansas City racer would find himself at the top of the points sheet. Despite the odd bobble, Jared was in fine form on the final day of racing and as a result went into the last round of heats with just Spencer Rivkin able to beat him. But it wasn't to be as although Spencer would beat Jared in the final showdown, Yokomo's Ryan Maifield would take the win and with it jump ahead of his protégé and take second overall with Team Associated's Spencer third.

Jared made the following statement on his social media:

"Reedy Race of Champions 2019 Champion. I'm beyond myself right now. I knew I could do it, I told my wife Megan a couple weeks ago that I wouldn't except anything other than a win. Thank you to everyone who believed in me, all my sponsors, all my friends, all my fans, my family ... this one is for you guys."

2019 REEDY RACE OF CHAMPIONS (TOP TEN)

POS	DRIVER	NAT	POINTS	CHASSIS	ELECTRICS
1	Jared Tebo	USA	18	Tekno	Maclan
2	Ryan Maifield	USA	19	Yokomo	Team Orion
3	Spencer Rivkin	USA	21	Team Associated	Hobbywing
4	Ty Tessmann	Canada	25	Xray	Hobbywing
5	Dustin Evans	USA	25	Team Associated	Reedy
6	Ryan Cavallieri	USA	28	Yokomo	Muchmore
7	Michal Orlovski	Poland	35	Schumacher	LRP
8	David Rommelfalk	Sweden	35	HB	Team Orion
9	Lee Martin	UK	38	Yokomo	Scorpion
10	Broc Champlin	USA	38	Team Associated	Reedy

PRO-LINE'S RC BODY PAINT LINE INCREASED

After the initial launch of their body paint line a few months ago, Pro-Line has added to the range with 12 more colours to choose from. Developed by RC body painters for painters, this water-based airbrush paint is ultra-flexible, extremely durable and easy to use. This pre-thinned airbrush paint makes it easy to grab the colour you want and spray without the hassle of mixing (using a 0.5mm tip at 30psi). Should you wish to reduce the paint, then Pro-Line offers #6324-00 Paint Reducer for fine detail using

smaller tips or specific applications. The paint comes in 60ml individual bottles or six pack sets.

#6326-02	Metallic Copper
#6326-03	Metallic Gold
#6326-04	Metallic Pewter
#6327-01	Pearl Orange
#6327-02	Pearl Lime Green
#6327-03	Pearl White
#6323-02	Metallic/Pearl Color Set (Six Pack) - Metallic Copper, Metallic Gold, Metallic

Pewter, Pearl Orange, Pearl Lime Green, Pearl White	
#6328-00	Fluorescent Red
#6328-01	Fluorescent Orange
#6328-02	Fluorescent Yellow
#6328-03	Fluorescent Green
#6328-04	Fluorescent Blue
#6328-05	Fluorescent Fuchsia
#6323-03	Fluorescent Color Set (Six Pack) - Fluorescent Red, Fluorescent Orange, Fluorescent Yellow, Fluorescent Green, Fluorescent Blue, Fluorescent Fuchsia



XRAY WIN BUGGY CLASSES AT BRITISH OFF-ROAD GP

Martin Bayer and Bruno Coelho take 2WD and 4WD for Xray as Yokomo's Lee Martin wraps up the stadium truck class

The centre:MK in Milton Keynes hosted the 2019 British Off-Road Grand Prix that drew a strong turnout of top domestic-based and European racers to the event in January. Organised by the Silverstone club, headlining the entry were the likes of British Champions Neil Cragg and Lee Martin, alongside Poland's Michal Orlowski and Xray factory pilots Martin Bayer and Bruno Coelho who were amongst the 180 driver line-up.

From a casual observer

point of view, the carpet track looked relatively simple, but a trouble-free run would be very hard to achieve.

In the 2WD class Martin Bayer from Slovakia would take TQ with his XB2'19C. The finals were tight affairs but Martin continued his speed in the A finals and would go on to win overall ahead of the Yokomo of Lee Martin and the Schumacher of Michal Orlowski.

The 4WD class saw another dominant Xray driver display as Bruno Coelho taking four of

the five qualifying rounds with Martin Bayer taking the fifth. Lee Martin was again second for Yokomo with the Xray of Martin Bayer third overall. In the finals Bruno was going to be hard to beat and that was the way it went as the pole sitter drove his XB4'19 to wins in the first two legs and the overall win.

In the stadium truck class there was a one-two for Yokomo with Lee Martin leading home teammate Paul Crompton with Nathan Ralls third for Xray.



RESULT - 2WD

POS	DRIVER	CHASSIS
1	Martin Bayer	Xray
2	Lee Martin	Yokomo
3	Michal Orlowski	Schumacher

RESULT - 4WD

POS	DRIVER	CHASSIS
1	Bruno Coelho	Xray
2	Lee Martin	Yokomo
3	Martin Bayer	Xray

RESULT - STADIUM TRUCK

POS	DRIVER	CHASSIS
1	Lee Martin	Yokomo
2	Paul Crompton	Yokomo
3	Nathan Ralls	Xray

KO PROPO EX-RR CARBON LIMITED EDITION

KO Propo has announced a new limited edition carbon version of their EX-RR radio.

Based on the EX-RR, the carbon limited edition has a different look with an aluminium steering wheel. The EX-RR limited edition radio sets will come in a range of options with a choice of red or blue wheel colours and either one or two of their KR-418FH receivers. The optional red and blue aluminium wheels will be released at the same time.



TEAM ASSOCIATED GOES FPV

With their new XP Digital DSV FPV package, Team Associated is now able to offer their customers the option to control the vehicle as if they were in the driver's seat. The XP Digital DSV Driver's Seat View FPV system is a simple plug-and-play design that can be easily installed to offer real-time display in colour through the headset

that has been paired with the full HD camera. Features of the package include the HD display, one key auto-search, a real-time display, adjustable head band, adjustable brightness and more.



GERMAN DOMINATION AT DHI CUP

Additional photography
courtesy of rcproracing.dk

Jörn Neumann wins 2WD and 4WD for Schumacher as LRP team drivers dominate the stock and modified TC classes in Denmark

The LRP-sponsored DHI Cup 2019 was once again held in Odense, Denmark. The event sees 1:10 off-road and touring car racing take place on the back-to-back tracks, and draws in some of the best racers in Europe headed up by Sweden's David Ronnefalk and Jörn Neumann from Germany in the buggy classes as well as Mugen's Viljami Kutvonen and Yokomo's Ronald Völker in TC.

In 2WD, Schumacher driver Jörn Neumann took the pole and would go on to take the overall win

ahead of the HB Racing buggy of David Ronnefalk with Jesper Rasmussen rounding out the top three. In the 4WD class David would take the top spot but he would have to settle for second as Jörn completed the double. David's HB Racing teammate Hampus Berg would complete the podium.

The modified TC class was the blue ribbon category in the on-road competition with Finland's Viljami Kutvonen taking pole for the A

finals ahead of Germany's Ronald Völker. Viljami went on to take wins in the first two legs of the A final and therefore the overall win with Ronald second and Patrick Hornum third.

Over in 13.5T super stock class, Germany's Tim Benson driving an Awesomatix took the overall TQ from Xray's Patrick Folman. Wins in legs one and two would secure Tim the win from Patrick as Lukas Ellerbrock took third overall.



SUMMER SERIES AT HERTS

Herts Nitro Model Club will be running a five-race 1:10 off-road summer series from May through to September. Their dedicated AstroTurf track is on the same site as the famous 1:8-scale dirt one so racers and spectators can benefit from all the amenities at the Westmill

Farm venue. For more info head to www.hnmc.co.uk but in the meantime the dates are as follows:

12 May 2019
30 June 2019
28 July 2019
18 August 2019
22 September 2019

FWD FOR XRAY

Xray is about to enter the front-wheel drive market with their new T4F model. Sadly as we went to press, all we had was this teaser image of a hatchback-style body but if it is anything like the brands other models its sure to be of the highest quality. We look forward with great interest to see what Xray will come up with for this burgeoning class...



SKIDMORE TAKES TWO AT INDOOR OFF ROAD MASTERS

The fifth round of the hugely popular Worksof-based Schumacher Indoor Off Road Masters series saw a fantastic entry of drivers across the three classes of 2WD, 4WD and the vintage buggy class. As always it was round by round qualifying as the racing format, with the best two results from four rounds of qualifying counting towards the final position.

The track layout was huge and there were many impressive looking ramps and jumps that had been created by the Worksof team. Qualifying in 2WD saw a dominating performance by Jonathan Skidmore, taking TQ in three out of the four rounds to take pole position from Matthew Thompson and Craig Collinson. In 4WD things were also going great for Jonathan as once again as he took TQ in two rounds and would line up on pole. Craig Collinson had also taken two round TQs and lined up second on the grid, ahead of James Helliwell who was third.

In the vintage class it was Chris Slater who dominated proceedings once again, taking TQ in three qualifying rounds to line up on pole. Lee Broadhurst was second and Simon Kemp lined up third.

Another brilliant event and some very close racing as always. A huge thank you to the Worksof team for all of their hard work and many thanks to the race referees who do a thankless job.

RESULT - A FINAL 2WD

POS	DRIVER	CHASSIS
1	Jonathan Skidmore	Xray
2	Ben Smith	Schumacher
3	David Snee	Kyosho
4	Luke Holdsworth	Schumacher
5	Tommy Hall	Team Associated
6	Dom Nunn	Xray
7	Neil Adamson	Kyosho
8	Matthew Thompson	Kyosho
9	Craig Collinson	Xray
10	Jamie Hall	Team Associated
11	Greg Williams	PR Racing

RESULT - 4WD A FINAL

POS	DRIVER	CHASSIS
1	Jonathan Skidmore	Xray
2	Craig Collinson	Xray
3	Mitchell Fiddling	Schumacher
4	Luke Holdsworth	Schumacher
5	Greg Williams	PR Racing
6	James Helliwell	Xray
7	Josh Holdsworth	Schumacher
8	Ben Jemison	Team Associated
9	Tommy Hall	Team Associated
10	Dom Nunn	Xray
11	Karl Marsden	Kyosho

RESULT - VINTAGE A FINAL

POS	DRIVER
1	Lee Broadhurst
2	Chris Slater
3	Steve Lander
4	Simon Kemp
5	Mark Hazelden
6	Richard Johnson
7	Russell Woodhouse
8	Jim Drennon
9	Sam Hunt
10	Phil Barlow



INTERMODELLBAU 2019

Messe Dortmund will host what is claimed to be the World's largest exhibition for model making and model sport and takes place early April

Intermodellbau is one of the world's largest exhibitions for the modelling industry and in 2019 it will be the 41st time it has been held. Taking place from 4-7 April, it sees hundreds of national and international exhibitors showing off all aspects of the hobby at Messe Dortmund. The variety on offer is unique worldwide and inspires experienced model makers as well as newcomers and families. Fans of model sports will also get their money's worth on the exhibition days. There will be state-of-the-art technology, current trends and exciting demonstrations this year too.

Last year around 77,000 visitors came to Intermodellbau with more than 17 per cent of guests were international and travelled from as far away as Canada and Brazil. For more than half of the exhibition visitors, Intermodellbau is the only one of its kind they visit. This shows the high status that the exhibition has among experts and enthusiasts. Intermodellbau 2019 covers the whole fascination of model making with tickets and more information go to www.intermodellbau.de/en/

PR RACING JOINS 1:10 TRUGGY CLASS

The SB401R-T is PR Racing's new 1:10 electric 4WD truggy kit but as you can see from the enclosed image, we know very little about it. That said it will for sure lean heavily on their The SB401-R buggy that was released to the public late last year. Until then you will just have to wait for more info...



TEAM CORALLY SBX-410

After a long period of extensive testing, more details about Team Corally's new 4WD 1:10-scale racing buggy, the SBX-410 have been released ahead of its release. No details about the model have been announced and so we are just relying on the images as posted on their social media platforms...



SHOW REPORT - NUREMBERG TOY FAIR 2019

SHOW ST

THIS YEAR SAW SPIELWARENMESSE CELEBRATE ITS 70TH ANNIVERSARY WITH A NEW HALL STRUCTURE FOR THE EVENT. THE TOY FAIR AFTER A FEW YEARS ABSENCE AND IT WAS GREAT TO SEE THE BRAND BACK ALONGSIDE MANY OTHER BIG BRANDS. RACER SPENT THREE DAYS IN GERMANY AND HAS FOCUSED OUR SHOW REPORT ON BOTH BIG AND SMALL BRANDS, SO

AMEWI



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TOPPERS

EVENT THAT RAN FROM 30 JANUARY THROUGH TO 3 FEBRUARY. IT MARKED THE RETURN OF KYOSHO TO THE NUREMBERG TOY FAIR. SOME VERY WELL-KNOWN AND OTHERS LESSER AS WE BRING YOU ALL THE BEST BITS OF THE 2019 NUREMBERG TOY FAIR.



1-4: Always present at the Toy Fair is German company Amewi and they are best known for their scale vehicles. There were some lovely military models on show as well as some non-licensed scale machines.

5: The Austrian company who are agents for the likes of Pro-Line, Tekin, Sanwa RC4WD, CRC and many more is headed up by Michael Selner and Hupo Hönigl. Todd Mattson from Pro-Line in the USA used this booth as his base for meetings and naturally there was a lot of their products on display.

HOECO

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SHOW REPORT - NUREMBERG TOY FAIR 2019

CARSON



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6-11: Carson is the Tamiya agent for the German market and also offers a massive range of models to suit all aspects of the hobby market from high street toys through to hobby-grade RTRs. The Hobby Company is the UK agent for Carson in the UK and alongside the vehicles their radio sets are very popular too.

FG

12-15: FG is famous for their large-scale race cars and they had a number of new for 2019 models on show including on- and off-road, with both two-stroke and electric-powered machines. T2M, the French Tamiya agent bought the German brand some five years ago (they had been their national distributor in France since FG was founded) and as a result sees elements now produced in both countries.



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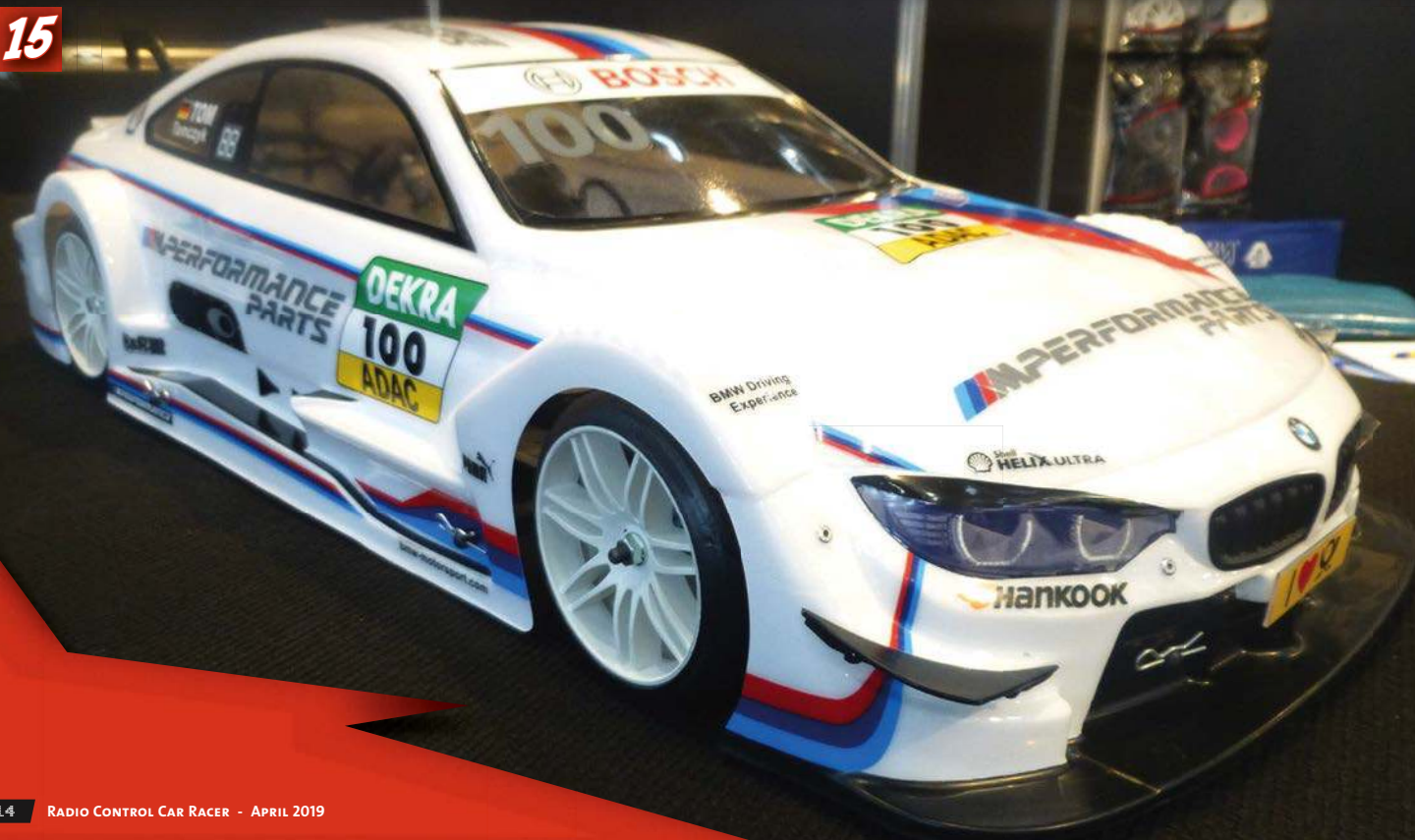


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HARDER & STEENBECK



16-17: This Germany company is a new name to the airbrush scene but it was clear by their impressive booth and huge line-up of brushed and accessories that they are super serious. **Evolution CRplus Twin Action** - we loved their dual airbrush set-up that is effectively two joined together to make it easy to swap almost seamlessly between two different colours without taking our hand off. **Modular Instrument Holder** - as well as many different airbrush specs, Harder & Steenbeck also offers accessories like this airbrush holder. As standard it supports two individual airbrushes with each having its own air supply. This system also allows more to be added indefinitely as you can see from the photo where there are four holders linked. 18-20: Gens Ace is well known in flying circles for their heli and drone packs but now also has a surface range of LiPos called Bashing. 21-22: RS is Gens Ace's higher performance race packs.

GENS ACE



TORRO



23-25: If you like tanks and ones with functionality then the German manufacturer Torro has you covered with a range of scales and features. Their booth was one of the best in the RC hall with some details with the staging and look that made it one of the busiest we saw.

SHOW REPORT - NUREMBERG TOY FAIR 2019

KYOSHO



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26-37: Making a return to the show after a number of years away was Kyosho who was represented by their French and UK distributor, FDL. The star of their stand was undoubtedly the Turbo Optima re-release but there was much more to see and alongside the new MP10 and latest 1:10 buggies the Rage 2.0 also stood out for its high performance. **Rage 2.0** – retailing for under £200, the new Rage 2.0 is the latest Fazer model and a great little package that might be a little more expensive than others, but has the performance to justify it. The 4WD model is based around a 550-size 14T brushed motor and just needs four AAs for the transmitter as well as a suitable LiPo pack and charger to get it up and running. **Inferno MP9 TK14 ReadySet** – with the MP10 kit now on sale, a ReadySet (RTR) version of the high-performance MP9 TK14 is available. Equipped with an updated engine for improved reliability the package offers great value for money using the proven chassis design. The ReadySet may have a few tweaks to keep the price low compared to the model that was being raced by the team just a few months ago but it offers great value for money. **Inferno MP9e Evo** – as developed by Elliott Boots and Mike Cradock in Japan, the new Evo model has been refined with tweaks to the battery compartment, a revised motor mount and increased weight bias to the front. For the record the photo is of the ReadySet version. **Inferno MP10** – one of the main draws on the booth was the new Inferno MP10 1:8 nitro buggy. Along with the designer Yuichi Kanai's own model that was displayed was one that we got to pore over. We shared the intricate details in the March 2019 issue but it was nice to get up close and personal with the latest evolution of the 1:19 Inferno model. **Turbo Optima** – the Turbo Optima was one of the most popular 4WD buggies in the 80s and this year Kyosho has chosen to re-release it with some updates. This includes threaded gold bodied big bore shock absorbers and 2.2" wheels and tyres.



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OPTIPOWER/OPTIFUEL

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38-41: Fowzie and Chris were manning a new larger booth for OptiPower/OptiFuel focussing on their battery range and fuel options to suit both race and recreational applications. **LiPos** – for 2019 the OptiPower the race packs have had a makeover with a new decal design that will offer greater visibility when installed as well as improved longevity. These packs come in 3.7V, as well as 7.4V shorty and 7.4V stick options. The 3.7V is awaiting BRCA approval, but is rated at 5600mAh and 100C burst. There are two 100C shorty options - 2800mAh and 3300mAh - whilst the 7.4V sticks feature connector access from both sides for greater flexibility, is rated at 100C burst and accept 5mm plugs. The stick packs come in both 5800mAh and 8500mAh capacity options. **Fuel** – alongside their battery range is the OptiPower fuel line. Catering for both race and recreational use, there is a blend and bottle size to suit all the different demands and applications.

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TRAXXAS

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42-45: Once again the team from Traxxas HQ in the US travelled over to Germany to display their current vehicle line-up. **TRX-4 Mercedes G500 4x4** – the latest body option for the Traxxas scaler is this Mercedes G500 4x4. Available in yellow and blue schemes, each features LED-ready moulded headlights, tail lights and details, sitting on top of the proven TRX-4 chassis. **TRX-4 Sport** – the Sport will be a kit version of the TRX-4 that will allow those that want it the ability to build their own scale vehicle and paint the Lexan body. This will also include some option parts in the box. **TRX-4 Tracks** – TRX-4 owners will be loving these new tracks that will be available as an optional package for the chassis. Sold as a set, these will add increased functionality and greater appeal for existing owners.

SHOW REPORT - NUREMBERG TOY FAIR 2019

TAMIYA



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captions



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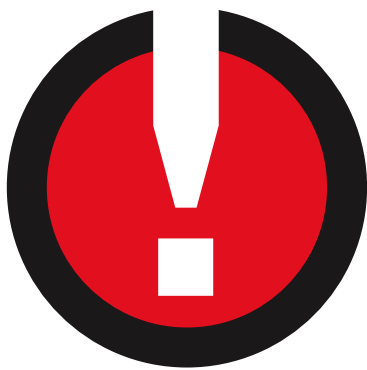
Prototype Mo

Audi quattro Rally



46-62: The first stop on arrival is Tamiya who had their usual spot in the corners of hall 7A. Unusually there wasn't a full-size vehicle present but they did have a great selection of new RC models on display on their busy booth. **TRF103 Tyrrell P34 1977 Monaco Special Edition** – using the proven TRF103 chassis, this version of the Tyrrell P34 comes with a pre-painted Lexan body so just requires some cutting out and adding the decals. You can personalise the driver figure as it comes unpainted. **Mountain Rider** – another re-release that will appeal to Tamiya fans around the world. This three-speed model can operate in both 2WD and 4WD, has a traditional hard plastic body and is based upon the third generation Toyota Hilux from 1978. **Type E HKS Skyline GT-R Gr.A** – the popular Skyline GT-R body design with the famous HKS-scheme is now mounted on top of the TT-01E chassis. **Vanessa's Lunch Box Red Edition** – red is theme for the latest version of the famous Lunch Box that features a matching coloured body, wheels and decals. **US Airborne M551 Sheridan Full-Option** – this 1:16-scale RC version of the M551 Sheridan is based on the model first introduced by the American Army in 1966. The Full Option version shown here comes built by the factory with a four-channel radio installed, and offers lights and sounds for lots of realism. **TT-02 Ford Mustang GT4** – the release of this US model ties up nicely with the 30 year anniversary of Tamiya America that was established by Masayuki Tamiya. The Ford Mustang GT4 is a great looking car and is sure to be a popular choice around the world. **WR-02CB Comical Hornet** – following on from the Comical Grasshopper is the Comical Hornet based on the same WR-02CB chassis. **M-06 VW Type 2 (T1)** – the split screen VW uses the long version of the M06 platform (M06-L) and as we have come to expect, a highly detailed Lexan body and accessories. For sure there will be some great paint schemes out there. **M-05RA Citroen 2CV Rally** – as driven by "Jumptastic Jay", this is the second Citroen 2CV to be released recently by Tamiya. **M-07R Chassis Kit** – as a chassis-only kit (no body included) the M-07R includes a selection of Tamiya Hop-Up Options as standard as highlighted by some of the blue alloy components. **TT-02 Audi Quattro Rally** – this new scale version of the Audi Quattro is based on the 4WD TT-02 chassis. This is the second Quattro body to be released following on from the first that dates back to 1983. **Volvo FH16 Globetrotter 750 6x4 Timber Truck** – the first version of the Volvo model of what we expect to be many the is the Timber Truck that comes complete with a long bed, vertical supports, as well as chains and hooks to secure the load. The logs are sadly not included but Tamiya offers some cardboard folding ones.





EDITORIAL

■ www.rcracer.com / E-mail: web@rcracer.com

LEADING BY EXAMPLE



 Brent Thielke is a well-known and respected figure in RC as a racer and as his role at Team Associated as their Team Manager. In his career he has visited many race track and shops around the world, and continues to do so. He admits that as a sponsored racer he offers very little when it comes to income for the tracks that he races and practices at. In the US, many tracks are supported with a shop or café alongside to help increase revenue. So when Brent goes to race or practice, apart from the fee he pays and the drinks and snacks he might buy, as a sponsored racer he rarely purchases items such as wheels, tyres or glue to name just.

Like many of us, Brent is only too aware of the fear that we may see "more tracks and shops closing due to a lack of support". So his way of doing his but to address this is to pay \$5 more than the what he calls the "already reasonable fee" charged by the track. He states, "This will come out of my personal funds, not Associated's. This is just a small way I feel that as a sponsored racer I can give back to the local tracks that I rely on so much for maintaining my lifestyle."

The #RC5BuckChallenge as Brent calls it is something that he hopes will be adopted by other racers who are sponsored at any level. By making this public, he is challenging racers to "join me and help support our local tracks so we can continue to have a place to call home and earn the benefits of our sponsorships." Also track owners are "encouraged to promote and recognise sponsored racers who participate in this challenge. Trust me, us Team Managers are watching."

I think that this is a great initiative and Brent must be applauded for his actions. Sponsored racers get loads of perks including free or discounted kits as well as access to cheaper electronics, spares, bodies, tyres and more. This would be a great thing for us to adopt in the UK. It seems that more and more racers are benefitting from sponsorship so why not put something back into the sport that has given you the opportunity in the first place...

Matt Benfield
Editor

TOOL OF THE MONTH

Never guess your wheel arches and skirt height again with the new Geo Carbon Wheel Arch and Skirt Tool from Australian brand, RC Maker. This is an updated version that offers adjustable wheel arch offset, as well as the ability to determine the height of your skirts all from just a dot on your axle. Simply find the centre of the axle then using the tool you can mark out the perfect arch. The tool can then be used to create the perfect height for cutting the skirt on your body between the front and rear arches. For more info head to www.rcmaker.com.au



WHO, WHAT, WHERE & WHEN?

Three pictures from the past:
Do you know who, what, when and where they are now?
Answers on page 82.



TIME WARP

THE BEST OF - SOCIAL MEDIA



Facebook – 500Plus HP For Sale

Greg Hill reminded us of this video that appeared on the 500Plus HP For Sale Facebook page. The RC drag racing video sees the scale cars reach 100mph in around one second so it's not surprising that it has received a lot of attention. The insane speed can be seen in the full video at <https://goo.gl/NMJbb7> that to date has had well over three million views!



TIP OF THE MONTH

Protoform Universal Body Stiffeners have been around for some time now and have been used with great success on their World Championship-winning 1:8 on-road bodies. With the latest version, the same simple, easy-to-use stiffeners are now available for use on 1:8, 1:10 and 1:12 bodies to stop fluttering at high speed. The stiffeners can be fitted using your own M3 screws or high-strength double-sided tape.



1 YEAR AGO – APRIL 2018



We mourned the passing of Dallas Mathiesen, Chairman of IFMAR and EFRA, suddenly at the age of 69. Father, grandfather and always with the rock-star looks, he guided the major RC events with a bit of tough love, and always with a smile and kind word – he'll be missed. Ellis Stafford aka e Big E joined Carisma Racing to drive their 2XS and 4XS electric off-road cars in domestic and international events. Schumacher updated their GT12 challenger, the Atom, with a carbon-fibre chassis and some other tweaks in the form of the Atom CC. Marcus Askell, number one racing buddy to our columnist Olly Jefferies runs the Dorset Model Car Racing Club where the 1:12 community set down for round four of their BRCA National Championship. A great event where David Spashett won the stock class on Saturday, and on Sunday Alex Hagberg won modified and Ben Vincent took sports modified. Marcus did them all proud.

5 YEARS AGO – APRIL 2014

Team Associated released a copy of the original gold tub RC10 in 2013 and this year we got a replica of the buggy that Brian Kinwald drove to win the 1993 IFMAR 2WD World Championships in Basildon, England. Yokomo were the 4WD car to beat back in 1993, but their recent absence from the market for 1:10 off-road cars has been filled with the new B-Max4 III. Using an aluminium chassis stiff enough to do away with a top deck, the car features shaft-drive and all-independent suspension. Olly Jefferies switched from Team Associated to Xray and celebrated by winning the Crewe round of the BRCA 1:12 National Championship – a great start! As 1:12-scale popularity rises across the world, Yokomo re-entered that market too with their latest chassis, the R12C3. Our testing showed it to be another winner from the Yokomo stable.



10 YEARS AGO – APRIL 2009



Marc Rheinard won the EFRA European Indoor TC event in Turin, Italy, with Hupo Hönigl taking the 1:12-scale category. Jilles Groskamp and Viktor Wilck completed the TC podium to make it a clean sweep for Tamiya in the TC class, while Juho Levänen and Jilles (again!) completed the 1:12 podium making it first and third for CRC. Xray released the much anticipated T2'009

touring car for us to enjoy following its debut at the previous year's World Championship. The Sanwa Exes radio made its debut in the magazine and has evolved to become one of the most popular stick transmitters on the RC scene.

HB Racing D418 Slipper Clutch

This optional slipper set for HB Racing D418 buggy allows racers to tune their buggy for optimal performance. Recommended for high traction carpet tracks to help absorb drivetrain impacts when landing jumps, this improves the reliability and life of the drivetrain. It can also be used on low traction surfaces to tune wheelspin when accelerating for better corner exit speeds and on-power steering.
The slipper set includes:

HB204431 HB Racing D418 Slipper Disc (2)
HB204432 HB Racing D418 Slipper Spring (1)
HB204433 HB Racing D418 Slipper Outdrive Set
HB204434 HB Racing D418 Slipper Maintenance Set
HB116273 HB Racing Spur Gear 70T
HB116310 HB Racing Slipper Pad Set (3)
HB204261 HB Racing Bearing 8x14x4mm V2
HB204430 HB Racing D418 Slipper Stamped Wrench (7mm/10mm)

HB204429 HB Racing Slipper Set (D418)

AVAILABLE FROM: Answer-RC

WEBSITE: www.answer-rc.com

CONTACT: 01204 361952



Xray XB4 Graphite Composite Rear Wishbones

Designed for the XB4, these rear lower suspension arms made from specially-formulated graphite composite mixture and are perfect for high-traction conditions, and makes the car more stable and give increased cornering speed. The design allows for variable positioning of the rear shocks so depending on track conditions, the rear shocks can be installed either in front of or behind the rear shock tower, and the rear shock tower can be placed either in front of or behind the bulkhead.

#363112-G Xray Composite
Suspension Arm Rear Lower Right - Graphite
#363122-G Xray Composite
Suspension Arm Rear Lower Left - Graphite

AVAILABLE FROM: RC Disco

WEBSITE: www.rcdisco.com

CONTACT: sales@rcdisco.com



Xray T4'19 Aluminium Chassis

Xray is offering a number of new aluminium chassis for their T419 platform. All three accommodate the new front chassis brace that can be easily installed on the chassis with two screws and eliminates side flex at the front of the chassis, improving steering response and making the car more predictable. Extensively tested and recommended for high- and very-high traction tracks, the stiffest of the chassis is CNC-machined from 2mm premium Swiss 7075 T6 and additionally black coated. The second version has special cut-out openings for increased flex and is recommended for and works extremely well on medium-to-high traction tracks. This aluminium flex chassis generates more traction and makes the car faster and easier to drive. The third chassis is the extra flex Worlds Edition and is recommended for low-to-medium traction tracks as it generates more traction.

#301149 Xray T4'19 Aluminium Chassis 2.0mm - Swiss 7075 T6

#301150 Xray T4'19 Aluminium Flex Chassis 2.0mm - Swiss 7075 T6

#301151 Xray T4'19 Aluminium Extra Flex Chassis 2.0mm - Worlds Edition

AVAILABLE FROM: RC Disco

WEBSITE: www.rcdisco.com

CONTACT: sales@rcdisco.com



JConcepts Nessi

For carpet and Astroturf racers is the Nessi tyre from JConcepts that shares its styling cues from its successful brother, the Lockness. Racing on artificial surfaces require a lot of stability and forward-bite and the new tyre brings a new 3D blended pin-size, pin-separation and a light-weight and incredibly low-profile carcass. Designed in the industry standard 2.2" bead mounting size, the Nessi is versatile and has shown to work in many natural and artificial conditions. The semi-circle protrusions are included in the centre section of the tyre and on the sidewall area. These details are important and the low semi-circles improves side-bite but also minimise grip-rolling instances associated with normal pins. Open cell inserts are included with a pair of rear tyres.

#3167-010

JConcepts Nessi – pink compound

AVAILABLE FROM: X-Factory UK
WEBSITE: www.xfactoryrc.co.uk
CONTACT: 01923 816636



Team Associated Graphite FT Laydown/Layback Motor Plate

This new Factory Team motor plate from Team Associated adds strength and rigidity with its 3mm thick material, while also reducing the weight by 40 per cent over the stock motor plate. It fits the laydown and layback gearboxes on the B6.1, B6.1D, T6.1, and SC6.1.

#91796 Team Associated FT Laydown/Layback Motor Plate – graphite

AVAILABLE FROM: CML Distribution
WEBSITE: www.cmldistribution.co.uk
CONTACT: 01527 575349



Reedy 123-S Compact Balance Charger

Easy to use and in a compact package, Reedy's 123-S is specifically designed to balance charge LiPo batteries in 2-3S configurations, making it suitable for a variety of applications. The 123-S is ideal for compact LiPo batteries used to power radios, receivers, and small-scale vehicles. Charging is as simple as inserting your battery's balance lead into the appropriate charge port. Once connected, the charging process begins automatically! Convenient LEDs provide useful charging information and display error codes should you encounter a faulty battery or poor connections.

Features:
AC power input cord included
LiPo 2S-3S compatible
LED charge status indicators
Integrated XH-style charge port
Reverse and short-circuit protection
Compact size

#27202 Reedy 123-S Compact Balance Charger (US)

AVAILABLE FROM: CML Distribution
WEBSITE: www.cmldistribution.co.uk
CONTACT: 01527 575349



JConcepts Motor/Rotor Box

The motor/rotor box from JConcepts includes plenty of space for assembled motors, individually spaced rotors and a pocket for miscellaneous motor tuning items. The box has a small footprint that makes it ideal for short trips with minimal amounts of space. Inside the box is roomy enough for three assembled motors and cushioned with high-impact foam that allow the items to lay in a bed like a cradle during rest periods. At the other end, five areas can house rotors and the pocket at the end gives all-important extra storage. The foam insert material has a grabby feel and allows the user to manipulate to grab needed items. The custom-built storage box comes in black with a built-in plastic latch for easy operation.

#2497-2 JConcepts Motor/Rotor Box With Foam Liner – black

AVAILABLE FROM: X-Factory UK
WEBSITE: www.xfactoryrc.co.uk
CONTACT: 01923 816636



Hudy A1-36 TC Tyres

The A1-36 tyre from Hudy is specifically designed for asphalt tracks, and it has a unique tough rubber compound formulated for racing. The new improved compound offers better traction, but at the same time makes the car more stable and easier to drive. The lifetime and reliability of the rubber is significantly improved as well. A set of four tyres includes new inserts with improved quality and optimised hardness and thickness. The tyres are precision pre-glued onto Hudy touring car wheels moulded from their own composite mixture to ensure true fit, vibration-free running as well as proper hardness matched to the tyre compound. The new wheel material improves durability. These tyres have been approved for the 2019 EFRA 1:10 TC European Championship that is taking place at the Hudy Arena.

#803062 Hudy A1-36 TC Tyres – Asphalt (4)

AVAILABLE FROM: RC Disco
WEBSITE: www.rcdisco.com
CONTACT: sales@rcdisco.com



THRASH TEST - CARISMA M40S MERCEDES-AMG C-COUPE DTM 2014

■ spec: 4wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £139.99

With Carisma Scale Adventure the name on everybody's lips at the minute, it's easy to forget that the brand first made a name for themselves in the racing world. Carisma RC's pedigree has been built on their range of off-road buggies and on-road touring cars. So with that in mind we were delighted to get the chance to build and run one of their incredibly well detailed DTM touring cars.

THE BUILD

Carisma set out the build pretty well for you with several individual bags that each form part of the build. Doing things this way means you can maintain a neat work space during the build and don't have part trees and screws all over the place. One slight let down is the use of Phillips-head screws as opposed to the Allen-type (hex-head) bolts you see in a lot of models. Some of you may prefer those type of screws but we find it can make the build a little more fiddly.

Some 20 pages separate you from a completed chassis, but what's worth pointing out is unlike some kit builds you don't get provided with certain things you need to complete the build. Carisma doesn't provide you with any diff grease, shock oil or the trusty wheel wrench that

experienced owners will normally have access to. This does however, let you make the choice on your own settings when it comes to shock setting so you can tune the oil field dampers to your liking.

During the build it is important to not over-tighten certain screws as they can restrict movement on certain parts



Matt Ellis swaps drifting for



LICENSED FOR THRILLS

1:10-scale touring cars as he builds a Carisma M40S chassis topped off with a detailed Mercedes-AMG C-Coupe body as raced in the 2014 DTM by Vitaly Petrov

THRASH TEST - CARISMA M40S MERCEDES-AMG C-COUPÉ DTM 2014

■ spec: 4wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £139.99



Adjustable linkages just look so much better than moulded ones and allow for some suspension tweaking



All of the components for the four alloy-bodied, oil-filled shock absorbers



Standing the shocks upright to allow any air in the oil to rise the top as this isn't good for performance

of the chassis, and these parts are all clearly marked in the instructions. The build is pretty straightforward as touring cars go as they all tend to follow the same path. There are points where a little brute force is needed to make sure certain things line up as they should.

TOP PROTECTION

There are some nice little touches on the chassis. The top deck is well thought out as not only does it reduce chassis flex it also provides protection to the propshaft and spur gear. The running gear being totally enclosed will

prevent any debris getting in and chewing up the pinion and spur gear. The front bumper and rear diffuser are used to attach the body shell. A little plate that locates on top of the servo provides space to mount the receiver meaning you can keep the electrics looking neat.

EXTRA ELECTRICS

It's not all plain sailing though, some parts of the build will try your patience especially the servo horn which requires you to wrap a spring around the inside then bolt the whole thing together – this led to some choice language in the workshop. Although Carisma provide you with a brushed motor there is no speed controller

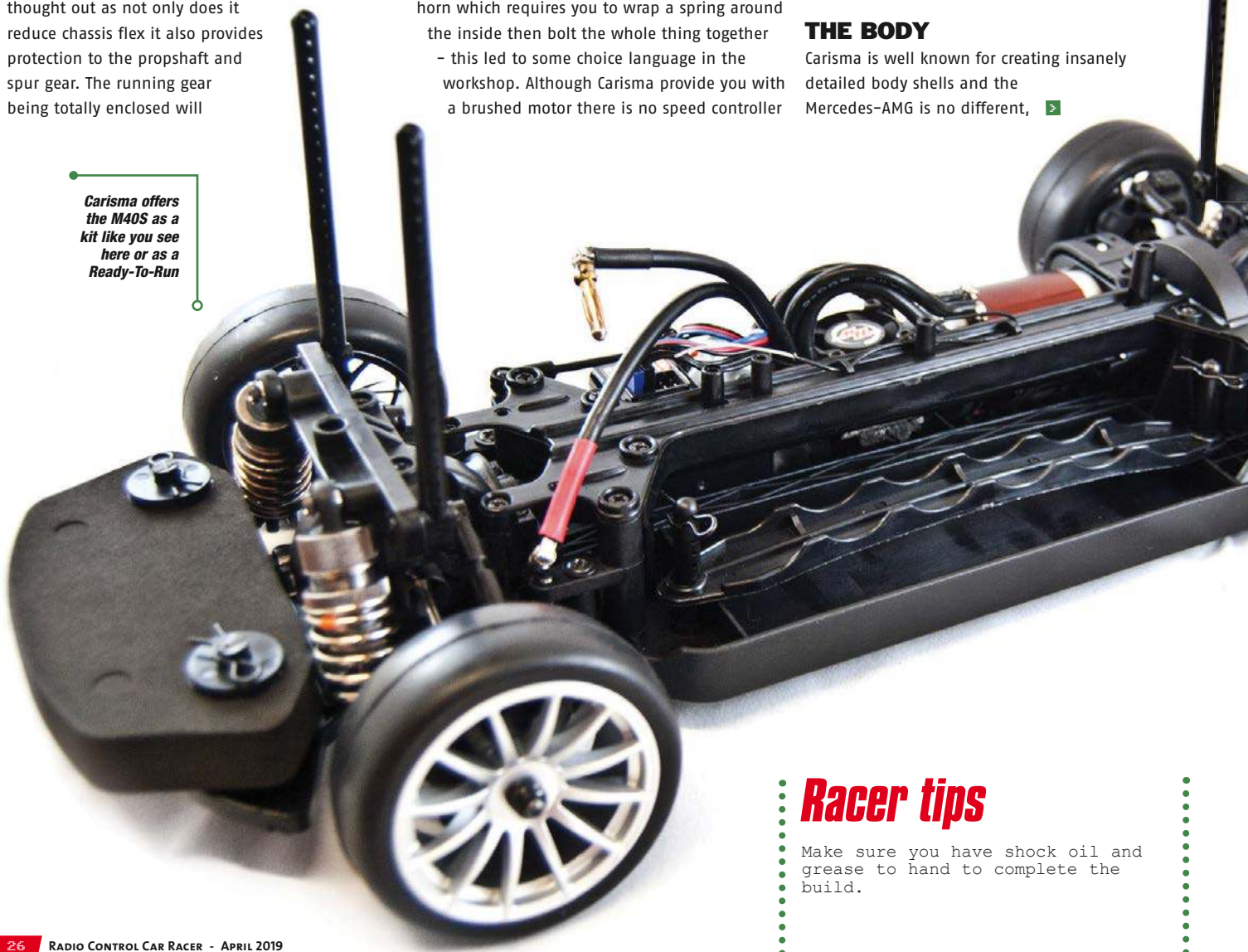
provided, we opted to leave the brushed motor out and go straight for a brushless set-up.

One of the real surprises of this build was the quality of the shocks that Carisma provide you with. The aluminium-bodied adjustable oil-filled dampers are a real show stopper something you would normally find on a much more expensive chassis. You normally find the shocks in kits are the first thing you upgrade but these will do you proud for a long time.

THE BODY

Carisma is well known for creating insanely detailed body shells and the Mercedes-AMG is no different, >

Carisma offers the M40S as a kit like you see here or as a Ready-To-Run



Racer tips

Make sure you have shock oil and grease to hand to complete the build.



Front shocks bolted into place with the foam bumper to fit ahead of them

The long body posts will be trimmed down to the perfect length



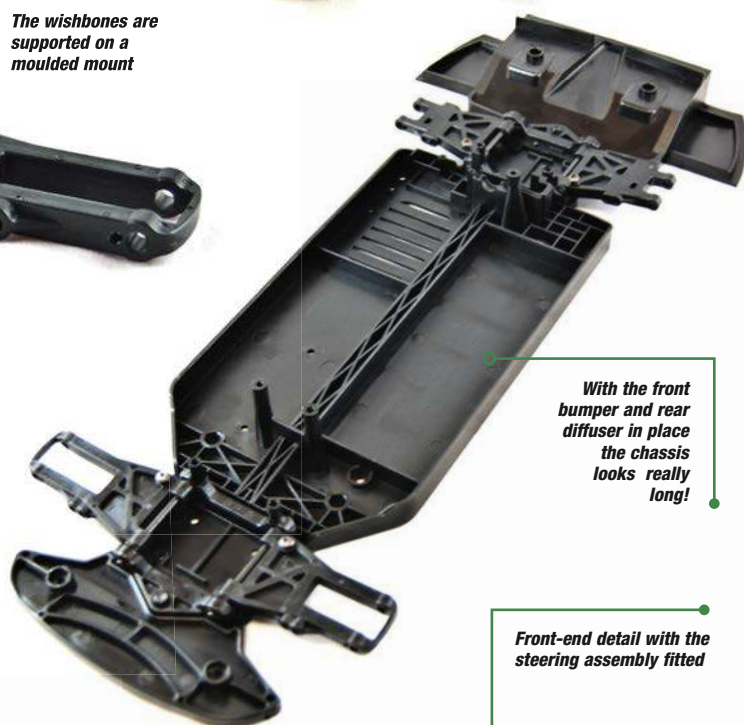
The wishbones are supported on a moulded mount



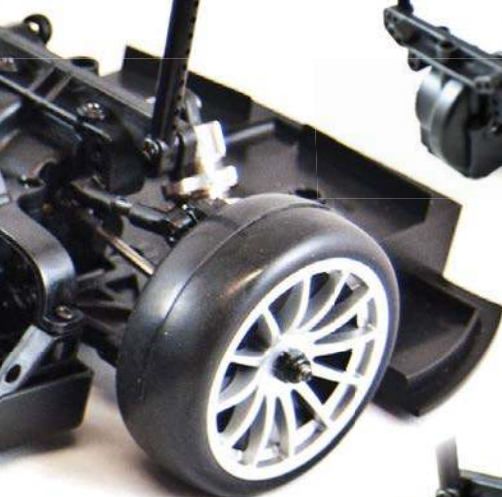
With the front bumper and rear diffuser in place the chassis looks really long!



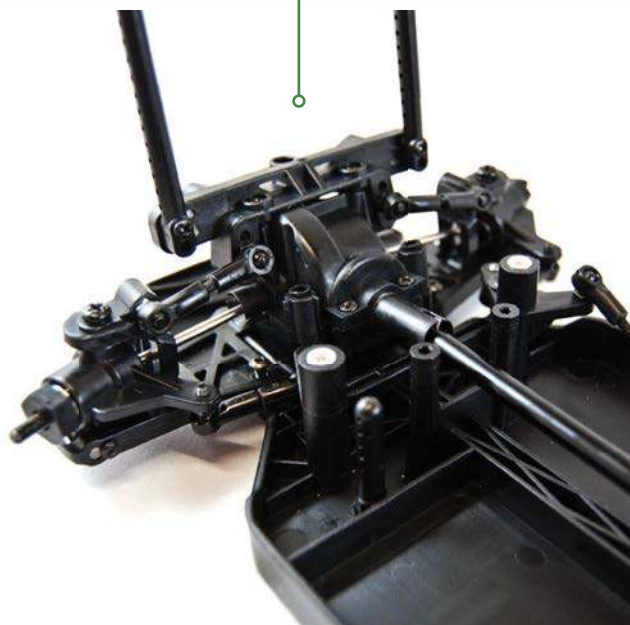
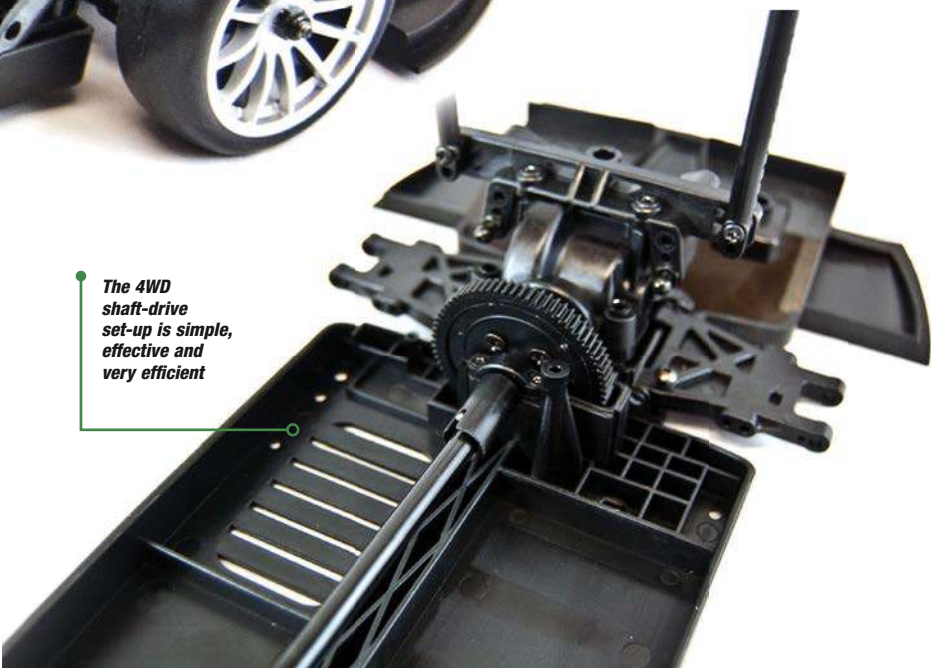
Front and rear gearboxes are constructed as modules



Front-end detail with the steering assembly fitted



The 4WD shaft-drive set-up is simple, effective and very efficient



THRASH TEST - CARISMA M40S MERCEDES-AMG C-COUPÉ DTM 2014

■ spec: 4wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £139.99

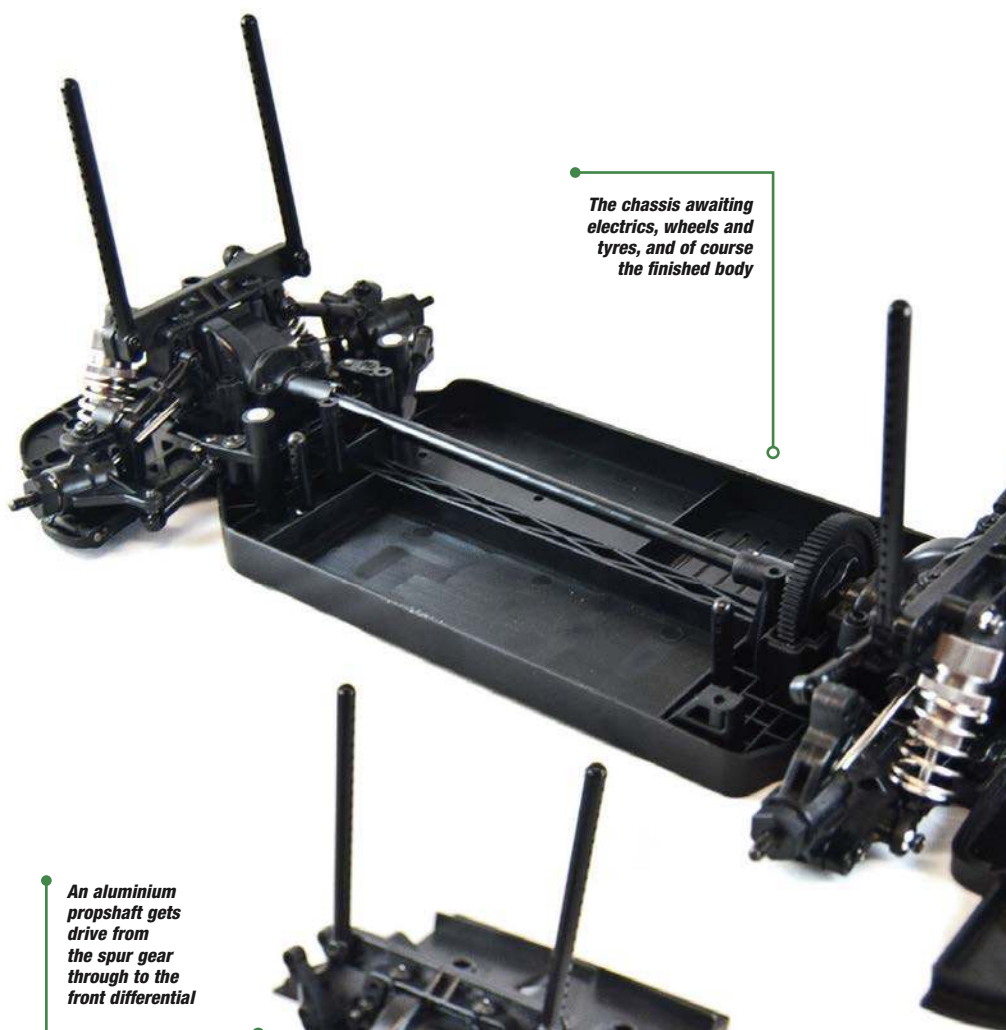
and it comes complete with a whole bag of plastic detail bits to add on. The Lexan shell is well moulded with some great detail and the pre-cut window masks and decals are a nice touch. The detail on the body means that it is a build in itself and requires a few hours to complete.

CONCLUSION

The instructions could do with being a little more in depth and sticker placement isn't referenced so you will need to get on Google and do some research. The completed result though is pretty sweet, although we didn't go completely box art and went with a metallic red finish instead. It is always nice to put your own stamp on things and be a little different. >

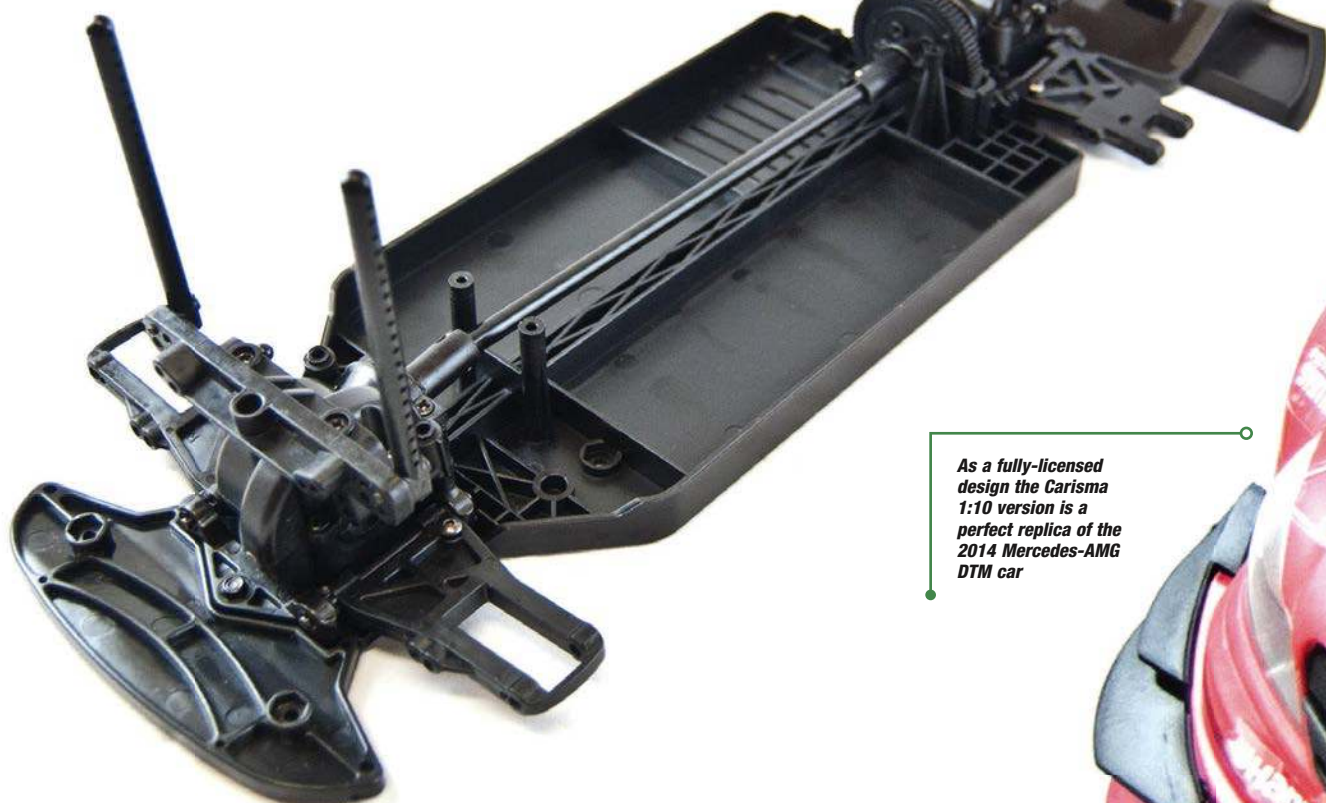


The oil-filled gear diffs and all of the transmission components are supported on metal bearings

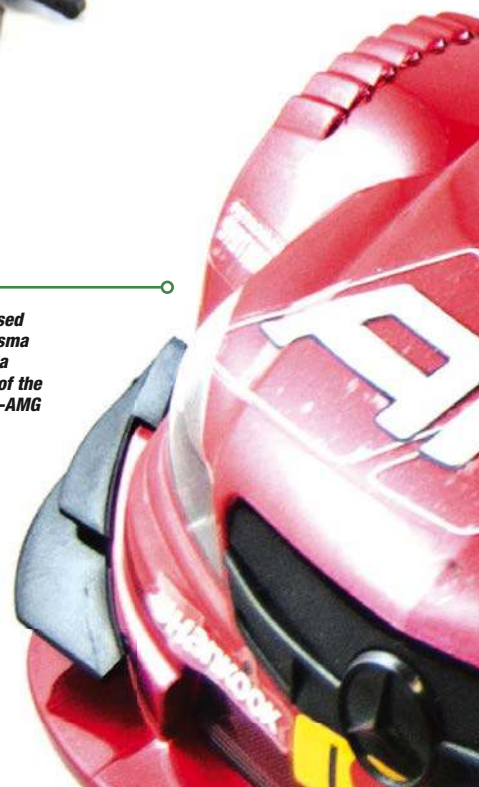


The chassis awaiting electrics, wheels and tyres, and of course the finished body

An aluminium propshaft gets drive from the spur gear through to the front differential



As a fully-licensed design the Carisma 1:10 version is a perfect replica of the 2014 Mercedes-AMG DTM car





THRASH TEST - CARISMA M40S MERCEDES-AMG C-COUPE DTM 2014

spec: 4wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £139.99

On Test

Midlands Drift Society kindly let us use their track for the test. We were running on Primafelt GT carpet that had been treated to remove some of the grip for optimum drifting consistency so we were unsure how the Carisma would handle.

We had installed a 10.5T brushless set-up for the test running on 7.4V batteries so we were expecting good speed and power. We started off by running reduced throttle to get to grips with the handling of the M40S gradually increasing the power each lap. The M40S was running the out the box suspension layout which handled pretty well. We experienced a little understeer, but that could have been down to the reduced grip in the carpet. The power delivery was smooth thanks to the full ball bearing set-up and geared differentials.

The brushless set-up we added was insanely quick as we generated heat in the tyres over several laps the take-off speed out of the corners was incredible. Had we installed a brushed setup the chassis would have been controllable for a beginner, it also took some rather heavy impacts without any real damage being done other than a few scuffs on the body.

Carisma has done really well with this chassis and it has been around a while. It isn't ground breaking but it does what it is meant to do. It is a nice reminder that Carisma can also make fast stuff not just the new scale stuff coming out from Carisma Scale Adventure on a regular basis.

A TEST WITH A TWIST!

After we had ran a couple of batteries through the M40 and let the motor cool down the regular drift meet had begun, so we thought "when in Rome". As we were at a drift club, we thought it would be rude not to see if the Carisma was capable of a little sideways action. The RC drift scene was born out of 50:50 touring cars after all.

We quickly changed the wheels and tyres to the club's regular control tyre and stiffened up the suspension on the M40S to reduce the grip. Drifting a touring chassis requires a lot of throttle control and precise input, and thanks to the aluminium propshaft, throttle input is almost instant through the M40S. With the stiffer suspension set-up the M40S was pretty consistent and was fun to drive, it won't set the drift world alight but it isn't designed to.

"The body has an incredible amount of detail and is one of the major plus points for this model"



Summary

The Carisma M40S Mercedes-AMG C-Coupe DTM 2014 is a solid touring car which can be set-up for beginners or tuned for the seasoned pro, it is fun to drive and with a big brushless arrangement it is crazy fast. The build was fine, although not the most enjoyable build ever but in a world full of Ready-To-Run models it's always nice to sit and construct a chassis. For the price we think including a speed controller wouldn't be asking too much. The body has an incredible amount of detail and is one of the major plus points for this model. The instructions are nice and easy to follow. One big drawback to this model compared to its competition is the little things that are missing that someone new to the hobby will not have lying around. The kit does not include any basic tools, greases, oils or even the trusty wheel wrench. That said if you fancy something to build and go fast with this will do the job for you!

SPECIFICATION

Model:	Carisma M40S Mercedes-AMG C-Coupe DTM 2014
Scale:	1:10
Class:	On-road
Application:	Fun
Format:	Kit
Power:	Electric
Chassis:	Moulded
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear
Shocks:	Oil-filled/aluminium bodies
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length	473mm
Width	185mm
Height	126mm
Wheelbase	284mm

WHAT WE USED

Electric Kit	
Transmitter:	Sanwa MT4s 2.4GHz steerwheel
Receiver:	Sanwa RX-471 2.4GHz
Servo:	Savox SC-1251MG low profile
Speed Controller:	Hobbywing V3.1
Motor:	RC OMG 10.5T brushless
Batteries:	Turnigy Nano Tech 5800mAh 7.4V LiPo

OPTIONAL PARTS

15024	Assembled Pro Differential Set W/ Metal Gears (2)
15783	GT10RS/M40S Assembled CVD Set 16003Audi R8 190mm 1:10 Clear Lexan Body Set

VERDICT



Body detail is incredible
Chassis is very robust



Lack of basic tools
Screws rather than hex bolts

RACER RATING: ★★★★★

CONTACT

CML Distribution Ltd
Saxon House
Saxon Business Park
Hanbury Road
Bromsgrove
Worcestershire
B60 4AD

Tel: 01527 575349
Email: info@cmldistribution.co.uk
Website: www.cmldistribution.co.uk
www.carisma-shop.com



The North West Raceway would host the fourth round of the 2018/19 championship that saw the modified and sports modified titles decided in favour of Ollie Payne and Ben Vincent





The Stock F2 podium saw Andrew Smith once again on top with his CRC chassis



Ollie Payne took the Modified win and with it the 2018-19 BRCA title



In Sports Modified Roche driver Ben Vincent was victorious



With a win in Stock F1 David Spashett put one hand on the championship trophy

to come home in third. With three wins and a second place so far and two round of the championship to go David Spashett now has one hand on this seasons trophy.

In F2 Andrew Smith continued his front row lock out and secured pole position for the fourth time. Stephane Fiorini would line up second with Joshua Coult lining up third. Andrew would take a tone to tone win and claim his fourth win of the championship. It was all change behind though with Simon Harris coming from 5th on the grid to take second and Jody Sherratt finishing third. With four rounds counting and four wins Andrew secured the F2 Stock Championship with this win. Congratulations Andrew. The formula system was reintroduced for this season and has been a massive success with drivers racing hard for

their respective championships. Andrew has driven fast and consistently this season and is the first driver to make his mark in this new Saturday format.

In F3 Gareth Hollis took TQ from Chris Hudson and Daniel Robins in only his second 1:12 national. Gareth and Chris would finish as they started but Daniel was jumped by fourth place man Gareth Hollis. Heading into the final rounds the F3 championship remains open to a few drivers.

SUNDAY

For day two the field was split into modified and sports modified classes. The sports class again running 13.5T blinky motors. In modified Andy Murray was unable to secure his second pole position of the weekend and would line

up third. David Spashett qualified second but it was this year's championship leader Ollie Payne who would start at the front. Ollie would streak away at the front and was never challenged finishing an amazing two laps clear of the field. An early incident would see David drop down the field with Andy Murray running second for the majority of the race before a dramatic loss of rear grip in the final laps saw him passed by David who had made some stunning overtakes to recover and bring his car home in second with Andy close behind in third. This would be Ollie's fourth win of the championship meaning he cannot now be caught and has won the modified championship. Congratulations Ollie.

In sports modified Ben Vincent had one hand on the trophy coming

into this round having three wins so far. However, it wasn't to be a perfect season as Matt Varah would take pole with Ben lining up second as Tim Wood completed the top trio. Unfortunately for Matt he clipped a track marker while in the lead and had to retire his car. Ben seized the opportunity and took the win although he was kept honest by Tim who finished one second behind. Mick Farrell made a great run from sixth on the grid to finish third. With four wins Ben secures the sports modified championship. Congratulations Ben.

Videos from all of the finals can be found on the BRCA's YouTube channel. The next round of the championship take place in Poole in February. ■

Pos	Driver	Team	Chassis	Engine	Trans	Diff	Clutch	Brake	Wheel	Tire	Weight	Time	Points	Notes
1	Andrew Smith	CRC OGS	JR18	JR18	41142	Spider Blue	Protonic AAR	Motiv MCR	61	74	Faston 7500	41142	47	Winning X1010 1st Pts
2	Stephane Fiorini	Roche P12 2017	Bob Gun Oliver	41142	Spider Blue	Team Bunker Ultra	Protonic AAR	61	74	Faston 7500	41142	46	Winning X1010 1st Pts	
3	Joshua Coult	Windy Fock, Schumacher SMO	RC1296	T-35	41142.5	Spider Blue	Team Bunker Ultra	Protonic AAR	41	72	UPR 8000	41142	45	Winning X1010 1st Pts
4	Jody Sherratt	RC1296	Xray X12-19	U8 XM	U8 XM	41142	Spider Blue	Protonic AAR	39	76	Centro 8000	41142	44	Winning X1010 1st Pts
5	Simon Harris	RC1296	Xray X12-2018	U8 XM	U8 XM	41142	Spider Blue	Protonic AAR	45	75	Centro 8000	41142	43	Winning X1010 1st Pts
6	Barry Lynch	Schumacher	Schumacher Eclipse 2	35i	35i	41142	Spider Blue	Protonic AAR	36	73	UPR 8000	41142	42	Winning X1010 1st Pts
7	James Knight	RC1296	Xray X12-19	u8 XM	u8 XM	41142	Spider Blue	Protonic AAR	74	74	Faston 7500	41142	41	Winning X1010 1st Pts
8	James Stewart	CRC, Carlisle, Protonic, Team Associated	Associated RC1296	JFT 535	JFT 535	41142	Spider Blue	Protonic AAR	48	73.5	Centro 8000	41142	40	Winning X1010 1st Pts
9	Miguelite	CRC, Team Associated	Associated RC1296	JFT 5	JFT 5	41142.5	Spider Blue	Protonic AAR	45	75	Centro 8000	41142	39	Winning X1010 1st Pts
10	Adrian Thorpe	Xray X12-19	CONTACT 135	CONTACT 135	41142.3	Spider Blue	Protonic AAR	49	73	GRCA	41142	38	Winning X1010 1st Pts	

BRCA LMP12 Nationals 2018 Round 4 NWRCR Stock F2 A Final Tech Sheet															
		Chassis		Engine		Trans		Diff		Clutch		Brake		Wheel	
Pos	Driver	Chassis	Engine	Trans	Diff	Clutch	Brake	Wheel	Tire	Weight	Time	Points	Notes		
1	Andrew Smith	CRC OGS	JR18	JR18	41142	Spider Blue	Protonic AAR	Motiv MCR	61	74	Faston 7500	41142	47	Winning X1010 1st Pts	
2	Stephane Fiorini	Roche P12 2017	Bob Gun Oliver		41142	Spider Blue	Team Bunker Ultra	Protonic AAR	61	74	Faston 7500	41142	46	Winning X1010 1st Pts	
3	Joshua Coult	Windy Fock, Schumacher SMO	Schumacher Eclipse 2	T 35	T 35	41142.5	Spider Blue	Team Bunker Ultra	Protonic AAR	41	72	UPR 8000	41142	45	Winning X1010 1st Pts
4	Jody Sherratt	RC1296, Windy Fock, Xray X12-19	U8 XM	U8 XM	41142	Spider Blue	Protonic AAR	Suzuki RMX 125	39	76	Centro 8000	41142	44	Winning X1010 1st Pts	
5	Simon Harris	Xray X12-2018, Windy Fock	U8 XM	U8 XM	41142	Spider Blue	Protonic AAR	Suzuki RMX 125	45	75	Centro 8000	41142	43	Winning X1010 1st Pts	
6	Barry Lynch	Schumacher	Schumacher Eclipse 2	35i	35i	41142	Spider Blue	Team Bunker Ultra	Protonic AAR	36	73	UPR 8000	41142	42	Winning X1010 1st Pts
7	James Knight	RC1296, Windy Fock	Xray X12-19	u8 XM	u8 XM	41142	Spider Blue	Protonic AAR	74	74	Faston 7500	41142	41	Winning X1010 1st Pts	
8	James Stewart	CRC, Carlisle, Protonic, Team Associated	Associated RC1296	JFT 535	JFT 535	41142	Spider Blue	Protonic AAR	48	73.5	Centro 8000	41142	40	Winning X1010 1st Pts	
9	Miguelite	CRC, Team Associated	Associated RC1296	JFT 5	JFT 5	41142.5	Spider Blue	Protonic AAR	45	75	Centro 8000	41142	39	Winning X1010 1st Pts	
10	Adrian Thorpe	Xray X12-19	CONTACT 135	CONTACT 135	41142.3	Spider Blue	Team Bunker Ultra	Protonic AAR	49	73	GRCA	41142	38	Winning X1010 1st Pts	

BRCA LMP12 Nationals 2018 Round 4 NWRCR Stock F3 A Final Tech Sheet

Pos	Driver	Team	Chassis	Engine	Trans	Diff	Clutch	Brake	Wheel	Tire	Weight	Time	Points	Notes
1	Gareth Hollis	Team Associated, Bt Racing	Associated RC1296	JFT 535	JFT 535	F41 R42	Spider Blue	Protonic AAR	45	47	Balls Out 8000	41142	47	Winning X1010 1st Pts
2	Chris Hudson	Xray X12-2018	355	355	4151428	Spider Blue	Team Bunker Ultra	Protonic AAR	43	45	Ready 8000	41142	46	Winning X1010 1st Pts
3	Daniel Robins	Schumacher	Schumacher Eclipse 2	735	735	40415	Spider Blue	Team Bunker Ultra	43	45	Arrows 8000	41142	45	Winning X1010 1st Pts
4	Mark Harris						Spider Blue	Team Bunker Ultra	43	45	Arrows 8000	41142	44	Winning X1010 1st Pts
5	Thomas Ridgely						Spider Blue	Team Bunker Ultra	43	45	Arrows 8000	41142	43	Winning X1010 1st Pts
6	Lee Mole						Spider Blue	Team Bunker Ultra	43	45	Arrows 8000	41142	42	Winning X1010 1st Pts
7	James Davis	Yokomo YRX12 2018	C team	C team	41142	Spider Blue	Protonic AAR	42	46	Inlet 8000	41142	41	Winning X1010 1st Pts	
8	Andrew Cooper	None	Xray X12-19	JFT 355	JFT 355	41143	Spider Blue	Protonic AAR	42	46	Inlet 8000	41142	40	Winning X1010 1st Pts
9	Daniel Willard	Corally	Corally max12	Corally 25mmgum	Corally 25mmgum	41142	Spider Blue	Protonic AAR	42	46	Corally vctex 8000	41142	39	Winning X1010 1st Pts
10	Rob Barnes	Associated RC1296	A32	S35	40542	Spider Blue	Protonic AAR	42	46	Balls Out 8000	41142	38	Winning X1010 1st Pts	

Arrma Typhon 4x4 3S BLX 1:8 Buggy

The Typhon 4x4 3S BLX brings the power, strength, and style of the 6S BLX version into a 3S-capable version that is still capable of achieving over 50mph. The model comes with a Tactic TTX3003 2.4GHz radio system with adjustable steering rate, end point, and trims, an ADS-7M waterproof, metal gear servo, new wheel axles, 17mm wheel hubs and wheel nuts that accept standard 1:8-scale buggy wheels and tyres. The waterproof electronics include a BLX100 speed control with EC5 connector and a BLX3200Kv brushless motor.

ARA102696 Arrma Typhon
4x4 3S BLX 1:8 Buggy

AVAILABLE FROM: Logic RC
WEBSITE: www.LogicRC.com
CONTACT: 01992 558226



Pro-Line Pyramid Truck Tyres

The Pyramid tyre from Pro-Line is now available in short course and stadium truck options. The tyre features hundreds of large pyramid shaped pins with the knife edge pointed front to back and side to side for maximum grip that stay sharp even as they wear down. The carcass shape and tire thickness of the Pyramid SC has been optimised for the demands of carpet and Astroturf racing, and it comes in Soft (Z4) and Medium (Z3) compounds to suit different conditions and track surfaces.

8276-103 Pro-Line Pyramid T 2.2" Z3 (Medium)
8276-104 Pro-Line Pyramid T 2.2" Z4 (Soft)
10154-103 Pro-Line Pyramid SC 2.2"/3.0" Z3 (Medium)
10154-104 Pro-Line Pyramid SC 2.2"/3.0" Z4 (Soft)

AVAILABLE FROM: CML Distribution
WEBSITE: www.cmldistribution.co.uk
CONTACT: 01527 575349



Ruddog 7.6V LiHV Graphene Plus Receiver Battery Packs

Ruddog has introduced their all-new 7.6V LiHV Graphene Plus high-voltage Lithium receiver batteries. Coming in three configurations – 2600mAh hump pack for Kyosho/Tekno vehicles, 2400mAh straight pack for Team Associated/Mugen/Sworkz/Xray and also as small hump pack for HB Racing/TLR buggies and trucks – all are built using high-quality LiHV Graphene Plus cells for increased voltage and reliability. The higher output voltage compared to standard LiPo packs will ensure reliable operation with the latest generation of HV-compatible servos and thus a peace of mind even in long main finals. All batteries come pre-wired with industry-standard balancer ports and JR-style universal connectors.

RP-0173 Ruddog 2600mAh 7.6V LiHV RX Hump Pack (Kyosho/Tekno)
RP-0174 Ruddog 2400mAh 7.6V LiHV RX Straight Pack (Team Associated/Mugen/Sworkz/Xray)
RP-0175 Ruddog 2200mAh 7.6V LiHV RX Small Hump Pack (Fits HB/TLR)

AVAILABLE FROM: X-Factory UK
WEBSITE: www.xfactoryuk.co.uk
CONTACT: 01923 816636



1up Racing Servo Mounting Screws

With these servo mounting screws from 1up Racing, they claim that the days of your servo moving are over. These precision-machined items are made from 7075-T6 alloy and finished with deep black anodizing and a mirror-like chamfer. Designed to fit most popular servos used with 1:10 cars, they use a 2mm hex and M3x4mm threads. The shoulder design should help to locate the servo even better whilst still protecting the case with its large diameter head.

10501 1up Racing Servo Mounting Screws

AVAILABLE FROM: 1up Racing
WEBSITE: www.1upracing.com
CONTACT: randy@1upracing.com



NEMORACING



Nemo Racing 1:10 Luxury Pit Mat

This new pit mat from Nemo Racing is a rubber backed and knitted front item. The 1:10 version of their washable, soft touch pit mats are available now and feature all of the 1:10-scale brands that Nemo Racing represents.

NMR0014 Nemo Racing Luxury Pit Mat - 1:10 £35

AVAILABLE FROM: Nemo Racing
WEBSITE: www.nemoracing.com
CONTACT: sales@nemoracing.com



Hudy 30-45mm Adjustable Ride Height Gauge

Designed for use in the buggy and truck classes, this is an easy to use adjustable ride height gauge for measuring 1:8 off-road ride height. The gauge twists by 1mm increments to increase or decrease the height in a range of 20-30mm. The gauge is super small and lightweight, allowing for easy storage and transport. It is CNC-machined from premium Swiss 7075 T6 aluminum and features an easy to read laser-engraved scale on the black body.

#107744 Hudy Adjustable Ride Height Gauge 30-45mm

AVAILABLE FROM: RC Disco
WEBSITE: www.rcdisco.com
CONTACT: sales@rcdisco.com





BINGHAM BOUND

In our latest preparation piece, Carl Massey and Kevin Dent are our invited guests giving us some personal RC history as well as their plans ahead of the Revival 2019



The sixth Iconic RC Revival event sees a shift in venue as the Bingham Model Raceway club, just 20 minutes down the road from A1 Racing Club, take on the popular summer vintage racing festival. In some of the columns leading up to Revival 2019, we'll feature a cross section of entrants and look at their preparation for the highly anticipated event. This month we focus on two enduring RC stalwarts; Carl Massey from Leicestershire and Kevin

Dent from Dorset. They were asked the following questions and you can read their responses and also take a look at some of their supporting photos.

- What was your first hobby grade RC car and when?
- Did you race back in the day?
- What attracts you to vintage off-road racing?
- What do you plan to run at Revival 2019?

**CARL MASSEY**

My first hobby grade RC car was the Lectricar 1:12-scale stock car and I used to race at Kilbybridge Motors showroom every Monday night. I got up to Superstar level red top. It was oval racing with brushed motors and we used to apply black

Carl's Mardave Meteor at the 2017 Revival





Carl's Mardave Cobra being prepared for this year's Revival event



This very clean and nicely prepared Lectricar belongs to Carl



Carl's Mardave as photographed at the 2017 edition of the Revival



The Mardave Meteor as raced at the 2018 Revival by Carl

silicone to the sponge tyres and then texture them to give us more grip on the carpet. High tech! At the same time I had the Tamiya Falcon, as a Christmas present in 1985. I thought it was great, but it was very fragile when raced!

I raced up at Leicester Forest East Rugby Club which was a track created on grass in all weathers! It was a very popular club and I started with the Falcon. Tamiyas were very popular but the Team Associated RC10 and Schumacher CAT where the cars to have! I then went to the trusty Mardave Meteor as the parts for the Falcon weren't easily available. No internet back then and the Meteor was made in Leicester at the time so no problem for parts. After drooling over the RC10 I saved my pennies and bought one with an electronic speed controller and burnt a fair few out! After racing that for a season or two, I went for the Schumacher CAT as that was the car to race. I never won but just enjoyed the racing and then women and beer came along and I packed it in and sold all my stuff. Don't I regret it now! By sheer chance in 2009 I had my pick-up graphics done by

someone who had photos up in his workshop of RC cars and the rest is history. Forty cars later and a very understanding wife!

I like the vintage scene as it brings these great old iconic cars back out on the track. I think the modern cars lack a bit of character, a bit like modern road cars. It gives us oldies a chance to reminisce on the days gone by! It also gives some people a chance to push their cars with the modern brushless set-ups, electrics and LiPos. I personally like keeping it brushed. OK, modern speed controllers and LiPos keep them reliable. It's a shame there couldn't be a stock race. For me it's not about the winning; well I ain't good enough(!) but to see the cars out on the track is a great sight and everybody races in the spirit of it. I have met a few great people through it. I have retired the trusty Meteor and have its big brother, the Mardave Cobra for this year's meet. I have one shelf queen which is staying that way but have another that has a few hop-ups. For example, Fibre-Lyte shock towers, but it will be brushed and as of yet I don't know what's going in it. ➤



The top image is Carl's Team Associated RC10 with his Schumacher CAT XLS below

About Me

Justin Noble and I founded Iconic RC in January 2011. Iconic is an RC reference website with a popular YouTube channel and a busy social media group on Facebook. We believe any RC is Iconic if the owner thinks it is, but we've found that the main focus for our community has been vintage RC from the 70s, 80s and 90s.

ICONIC DATES

Iconic Cup Round 1	Mendip RC Raceway	27-28 April 2019
Iconic Cup Round 2	Carlisle Radio Model Car Club	25-26 May 2019
BMR Iconic Schumacher Challenge	Bingham Model Raceway	15-16 June 2019
Iconic Cup Round 3	Stafford Radio Controlled Model Car Club	22-23 June 2019
BMR Iconic Stars & Stripes Challenge	Bingham Model Raceway	7 July 2019
Revival 2019	Bingham Model Raceway	26-29 July 2019
Iconic Cup Round 4	West London Racing Centre	10-11 August 2019
Iconic Cup Round 5	Broxtowe Model Car Club	31 August - 1 September 2019
Buggython 2019	Robin Hood Raceway	7-8 September 2019
BMR Iconic Banzai Challenge	Bingham Model Raceway	22 September 2019



Kevin back in the 1980s wearing the classic Tamiya T-shirt

I'm looking forward to getting this car up and running in the next few months. I have a few pics of the cars and the Mardave is the only original one from my racing days.

Carl's Revival History

Event	Class
Revival 2017	2WD 1984-88 Mardave Meteor Result: Tenth in the B Final
Revival 2018	2WD 1984-88 Mardave Meteor Result: Second in the C Final

Carl's 2019 Entry

Class	Chassis
2WD 1984-88	Mardave Cobra



KEVIN DENT

It all started back in Christmas 1980 when my parents bought me a Lectricar BMW. This was a 1:12-scale circuit racer similar to the Mardave electric cars of the time. I built it up but it wasn't until my birthday some three months later that I was given the Futaba transmitter to go into it.

I joined a local club based in Cricklade, Swindon that raced 1:12 pan cars on wooden floors, using silicon-treated tyres where I raced regularly. At that time, 1:8 nitro and 1:12 electric were the only classes around. About a year later, visiting Beatties in Swindon I noticed that a company called Tamiya had brought out a proper off-road car. To afford the £69.99 for the Sand Scorcher kits I had to save all of my paper round money and some of my school dinner money and in a few months, had enough to buy the car, an Acoms Mk1 radio as well as a battery and charger. Luckily my next-door neighbour also managed to get the Rough Rider so we spent many hours bashing, especially because where I lived was a big building site.

Since I mostly raced 1:12 circuit, over time my Lectricar wasn't competitive enough so I bought a Team Associated RC12e that I raced a few years later only giving up 1:12 when the 'Lexan Lightweight' chassis cars came out; i.e. the Schumacher 'C' car. Off-road racing was starting to take off and I remember doing the first 'Model Cars Buggy Bonanza' at Hemel Hempstead using the Sand Scorcher. After the Sand Scorcher I bought a Tamiya Frog that I also raced at various tracks around the country. During this time a new club in Swindon was formed around the off-road boom. After the Frog, I went 4WD with the Hotshot which I had good success with. I needed to heavily modify it once the Kyosho Optima came out to be competitive but after a further season of racing I gave up off-road racing due to cost and commitment.

In 1988 I got back into RC car racing by buying a Mardave Mini Stock Mk1. I loved these cars as they were strong and cheap. I entered nationals in the standard Mini Stock and managed to become the national champion (Silver Roof), two years running! In 1991 I first entered the Tamiya Eurocup

in F1 using a Jordan 191 followed a few years later racing a M-01 Mini and the FF-01 Honda Civic. I had various successes with the M-Chassis and the FF-01 although I did race on a tight budget. Right to the end I raced the M-Chassis and finished with the TL-01.

From 1982 to 1994 I also used to go to the Pontins Model Makers week at Brea in Somerset to do a week-long race meeting. How I miss that week but in the last few years I've been going to Primrose Valley where you can race vintage and modern cars all week. From 2004 to present I mostly prefer racing older Tamiya's both in club racing and vintage racing. I was lucky enough to clear a lot of Tamiya stock from my local model shop when it closed down a few years ago, which helped me keep my cars going but also sell without a massive mark-up to other enthusiasts.

I've still got my original Sand Scorcher. I sold it to a friend back in 1990 and was lucky to buy it back off him about eight years later. He used it a few times and stuck it in the loft. I've also still got my original FF-01 and M-Chassis but the original bodies are long gone. I still buy re-released Tamiya cars, the latest being the Super Astute which I hope to race in vintage off-road racing in 2019. I always wanted an Astute back in the day but the cost of it only made it a dream. I blame cars and girls!

Kevin's Revival History

Event	Class
Revival 2018	2WD 1982-83 Tamiya Frog Result: First in the B Final

Kevin's 2019 Entries

Class	Chassis
2WD 1982-83	Tamiya Frog
4WD 1977-86	Tamiya Boomerang



Kevin poses with his Mini-Stox before he won his first national



This 18th birthday cake for Kevin was clearly inspired by his RC racing



Just finished! Kevin's brand new Tamiya Hotshot ready to race



Kevin took this photo of the Beatties van at Buggy Bonanza held at Stoneleigh circa 1982

Kevin's yellow Tamiya Frog in the foreground



Kevin's old Cheetah and Lecticar BMW

Summary

Carl Massey and Kevin Dent are two prime examples of RC racers that moved onto other things (cars, women and beer were all mentioned!) but in their hearts they never really went away; especially Kevin who only ever took the most briefest of breaks. They are both great gentlemen who I am happy to know and I hope you enjoyed an insight into their own personal RC legacies. I have more true vintage RC enthusiasts lined up for future columns so do please stay tuned.



ECX 1:18 Temper 4WD Gen2

The ECX 1:18 Temper Gen2 rock crawler is built to tackle any environment with the new and improved version building upon the original Temper model. It sports a stylish and aggressive look with matching wheel rings, plus hidden compartment for the battery tray. Other features include an LED light bar, four-link suspension with improved articulation, and a larger servo mount with aluminium steering links that allow for bigger servos to handle a higher power output. The high torque 380-size 32T brushed motor and waterproof electronics complete the package.

Other features:

- 2mm plate aluminium chassis
- Locked front and rear differentials
- Updated aluminium steering hardware

- Updated aluminium front hubs
- Updated axles
- ECX 2.4GHz two-channel transmitter
- Dynamite 900mAh 7.2V NiMH battery
- Spektrum 3kg servo
- Dynamite NiMH charger

ECX01015T1
ECX01015T2

ECX 1:18 Temper 4WD Gen 2 Brushed RTR (yellow)
ECX 1:18 Temper 4WD Gen 2 Brushed RTR (blue)

AVAILABLE FROM: Logic RC
WEBSITE: www.LogicRC.com
CONTACT: 01992 558226



Xray XB2 Beta 2 Light Body

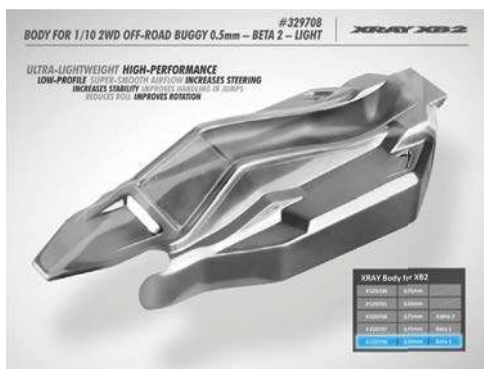
This optional ultra-lightweight body has been completely redesigned for high-performance with its low-profile, super-smooth airflow and all-new downforce areas. The Beta 2 body from Xray offers increased steering and stability while also improving handling in jumps. An overall lower weight reduces the roll of the car and improves rotation in corners. The front part of the body has a redesigned high-downforce area. The sides of the body have upper downforce areas to generate more mid-body downforce, and the straight sidewalls improve stability. The upper part of the body was redesigned with a smooth flow channel.

#329708 Xray Beta 2 2WD Off-Road Buggy- Light

AVAILABLE FROM: RC Disco

WEBSITE: www.rcdisco.com

CONTACT: sales@rcdisco.com



Reedy S-Plus 25.5T

Reedy's Sonic S-Plus motor is now available in a version that meets ROAR's unique guidelines for 25.5-turn motors. Maximum power output is achieved thanks to near-minimum resistance measurements and a high-strength balanced rotor. In addition to increase power output, reduced weight improves handling and chassis-turning flexibility. Additionally, the motor's length has been shortened by more than 2mm, which aids left/right balance and moves mass towards the centre of the chassis. Finally, precision stainless steel ball bearings have been fitted to accommodate high RPM loads with exceptional efficiency and reliability.

#27400 Reedy S-Plus 25.5T

AVAILABLE FROM: CML Distribution

WEBSITE: www.cmldistribution.co.uk

CONTACT: 01527 575349



Speedzone Graphene LCG and HV LiPo Packs

Speedzone has released three new hardcase graphene LiPo battery packs. First is the 4000mAh 7.4V 100C slim LCG shorty battery pack that features dimensions of 95x47x18.5mm and weighs 162g, the 100C pack offers versatility and great performance, and is ideal for modified and stock racing. The 5200mAh 7.4V 120C LCG pack measures 139x47x22.5mm and weighs 274g and is another pack which offers strong performance in touring modified and stock racing classes. The 6300mAh 7.4V 130C pack is the ultimate in voltage and resistance. With a standard 2S size of 139x47x25mm and weighing 310g, this 130C pack delivers the highest average voltage and lowest internal resistance available in the entire Speedzone line of battery packs. All three packs utilise 5mm bullet connectors.

AVAILABLE FROM: Speedzone

WEBSITE: www.speedzoneusa.com

CONTACT: sales@speedzoneusa.com

JConcepts S15 Bodies

The S15 is the latest body design that JConcepts has equipped HB Racing factory driver David Ronnefalk, and Mugen's Ryan Maifield. The S15 blends performance features on the popular Silencer body with new features such as mid-body winglets and rear stabiliser kick-up. The roof of the body remains strong with the upper fin in position for stability and tracking ability. The engine area offers a deep rooted position allows the engine head maximum side exposure to air and escape. The front and rear body mount area is kept clean and allows for a drop-fit on the D819 and D817V2 kit variants on the HB Racing version, and the MBX-8 and MBX-7 Mugen models. For the precise fit, the design has undergone changes to match the chassis side-guards and body mount positioning. The S15 stance cockpit allows ample fuel tank access, a smoother high-speed windshield transition which tackles even the most high-speed conditions. The hard edged chamfering provides the classic JConcepts look while also delivering aero benefits and perfect decal positioning. Each S15 body comes with a window mask and decal sheet, in standard and lightweight options.

#0364 JConcepts S15 Body for HB Racing D819

#0364L JConcepts S15 Lightweight Body for HB Racing D819

#0387 JConcepts S15 Body for Mugen MBX-8

#0387L JConcepts S15 Lightweight Body for Mugen MBX-8

AVAILABLE FROM: X-Factory UK

WEBSITE: www.xfactoryrc.co.uk

CONTACT: 01923 816636



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Losi 22S RTR

Losi's new 22S, a 2WD short course truck is now available with Kicker or Magnaflow schemes in Ready-To-Run formats. The Losi engineering team applied the race-proven suspension geometry of the TLR 22SCT on to the 22S SCT and equips it with a powerful Dynamite 12T 550 brushed motor that provides both good torque and a high top speed. The speed controller is a Dynamite 60A whilst the other electrical components include a Spektrum waterproof servo and Spektrum STX2 2.4GHz radio system. The transmission uses metal gears with an oil-filled gear differential, and 12mm race-inspired oil-filled

shocks. Topping off the 22S SCT is a choice of officially-licensed Magnaflow and Kicker Audio trim schemes with Maxxis Razr MT Tires completing the authentic look.

AVAILABLE FROM: Logic RC
WEBSITE: www.LogicRC.com
CONTACT: 01992 558226



Absima MKS X5 HBL550 and HBL550L Servos

Absima's new MKS X5 servos come in standard sized HBL550 and low-profile HBL550L options. Both feature machined aluminium cases with heatsink middle sections, powerful and efficient brushless motors. Inside are alloy gears for durability and dual ball bearings for precision. The HBL550 standard size servo is recommended for 1:8 and 1:10 nitro applications and can be used with 6V to 8.2V input. The low-profile HBL550L is ideal for 1:10 buggies and touring cars and has a 4.8V to 7.4V voltage range. Both servos are equipped with black receiver wires for that stealthy look.

HBL550 Specification:

Speed: 0.117 seconds @ 6V/0.094 seconds @ 7.4V/0.085 seconds @ 8.2V
Torque: 29kg-cm @ 6V/36kg-cm @ 7.4V/38kg-cm @ 8.2V
Idle Current: 310mA max @ 6V/380mA max @ 7.4V/420mA max @ 8.2V
Stall Current: 9A @ 6V/11A @ 7.4V/12A @ 8.2V
Dimensions: 40x20x38.8mm
Weight: 79.5g
Motor Type: Brushless motor
Bearing Type: Dual ball bearings
Gear: Metal alloy gear
Case: 6061 aluminium
Receiver Wire Gauge: 22AWG
Receiver Wire Length: 29cm

HBL550L Specification:

Speed: 0.09 seconds @ 4.8V/0.07 seconds @ 6V/0.06 seconds @ 7.4V
Torque: 9.0kg-cm @ 4.8V/12kg-cm @ 6V/15kg-cm @ 7.4V
Idle Current: 270mA max @ 4.8V/340mA max @ 6V/420mA max @ 7.4V
Stall Current: 4.1A @ 4.8V/5.1A @ 6V/6.3A @ 7.4V
Dimensions: 40.5x20.5x25.4mm
Weight: 58.5g
Motor Type: Brushless motor
Bearing type: Dual ball bearings
Gear: Metal alloy gear
Case: 6061 aluminium
Receiver Wire Gauge: 22AWG
Receiver Wire Length: 20cm

AVAILABLE FROM: Absima
WEBSITE: www.absima.com
CONTACT: uk@absima.com



Team Associated RC8B3.1 Underdrive Differential Gear Set

This optional gear set for the RC8B3.1 and RC8B3.1e V3 differentials is great for low traction tracks where the underdrive set-up slows down the rear tyre rotation compared to the front, making it more stable on low grip surfaces. In the set you get a 12T pinion gear and a 42T ring gear.

#81009 Team Associated RC8B3.1 Underdrive Differential Gear Set

AVAILABLE FROM: CML Distribution
WEBSITE: www.cmldistribution.co.uk
CONTACT: 01527 575349



JConcepts S15 Bodies

The S15 is the latest body design that JConcepts has equipped HB Racing factory driver David Ronnefalk, and Mugen's Ryan Maifield. The S15 blends performance features on the popular Silencer body with new features such as mid-body winglets and rear stabiliser kick-up. The roof of the body remains strong with the upper fin in position for stability and tracking ability. The engine area offers a deep rooted position allows the engine head maximum side exposure to air and escape. The front and rear body mount area is kept clean and allows for a drop-fit on the D819 and D817V2 kit variants on the HB Racing version, and the MBX-8 and MBX-7 Mugen models. For the precise fit, the design has undergone changes to match the chassis side-guards and body mount positioning. The S15 stance cockpit allows ample fuel tank access, a smoother high-speed windshield transition which tackles even the most high-speed conditions. The hard edged chamfering provides the classic JConcepts look while also delivering aero benefits and perfect decal positioning. Each S15 body comes with a window mask and decal sheet, in standard and lightweight options.

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AVAILABLE FROM: X-Factory UK
WEBSITE: www.xfactoryrc.co.uk
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PRO WITH ADDED PRO

Dan Wooster takes our TB-05 Pro sample and adds some of Tamiya's Hop-Up Options to improve on its performance as well as looks

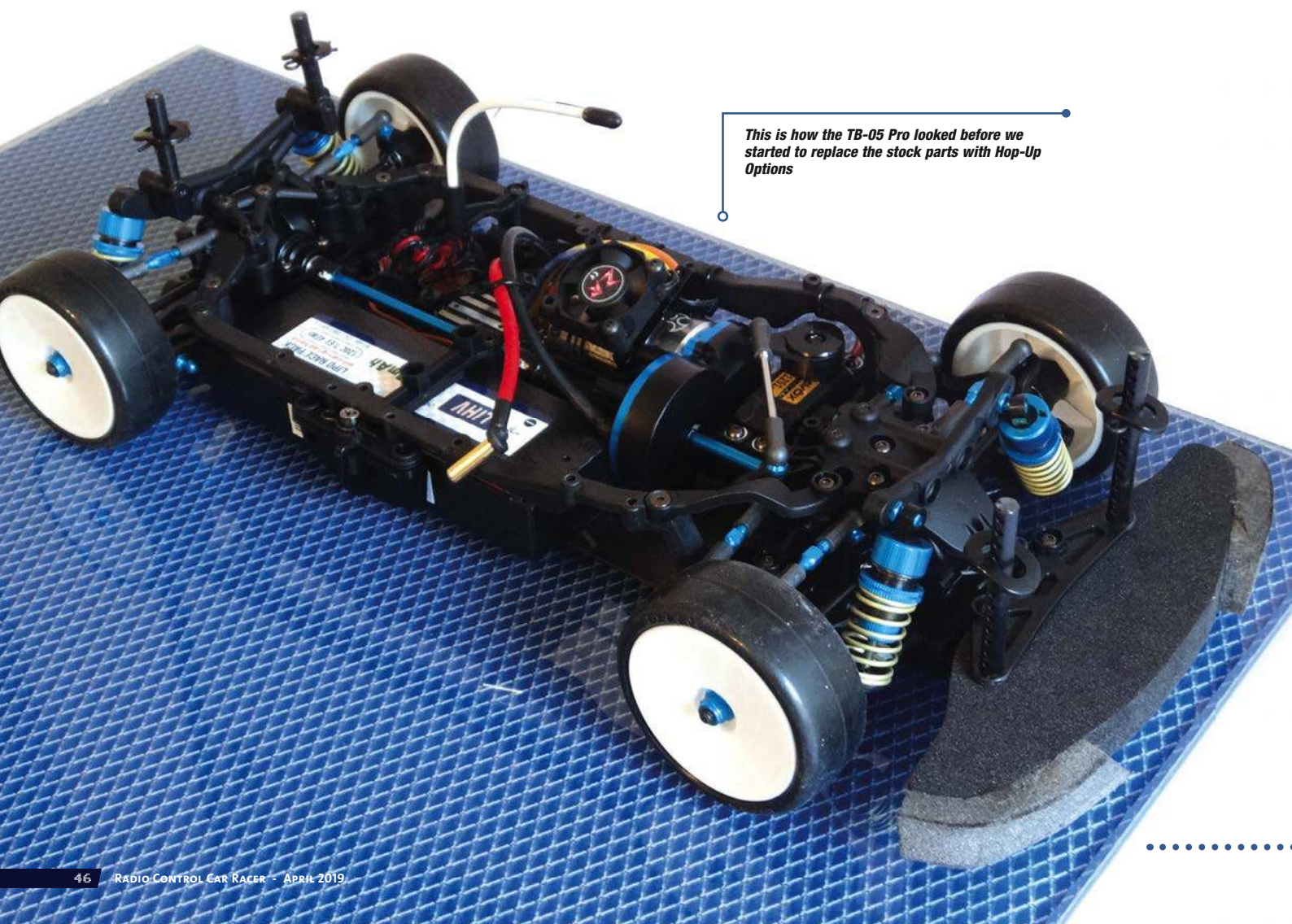
Soon after building the Tamiya TB-05 Pro chassis that was the subject of a Thrash Test in the December 2018 issue of Racer magazine, I received a number of upgrade parts from Tamiya in Japan via the Editor to try out on the car. These Hop-Up Options in fact arrived almost in time that I could have added them onto the car before its inaugural shake-down/race meeting, but I figured that in the interest of being fair to the standard kit that was being reviewed, I should first test the car in its 'out of the box'

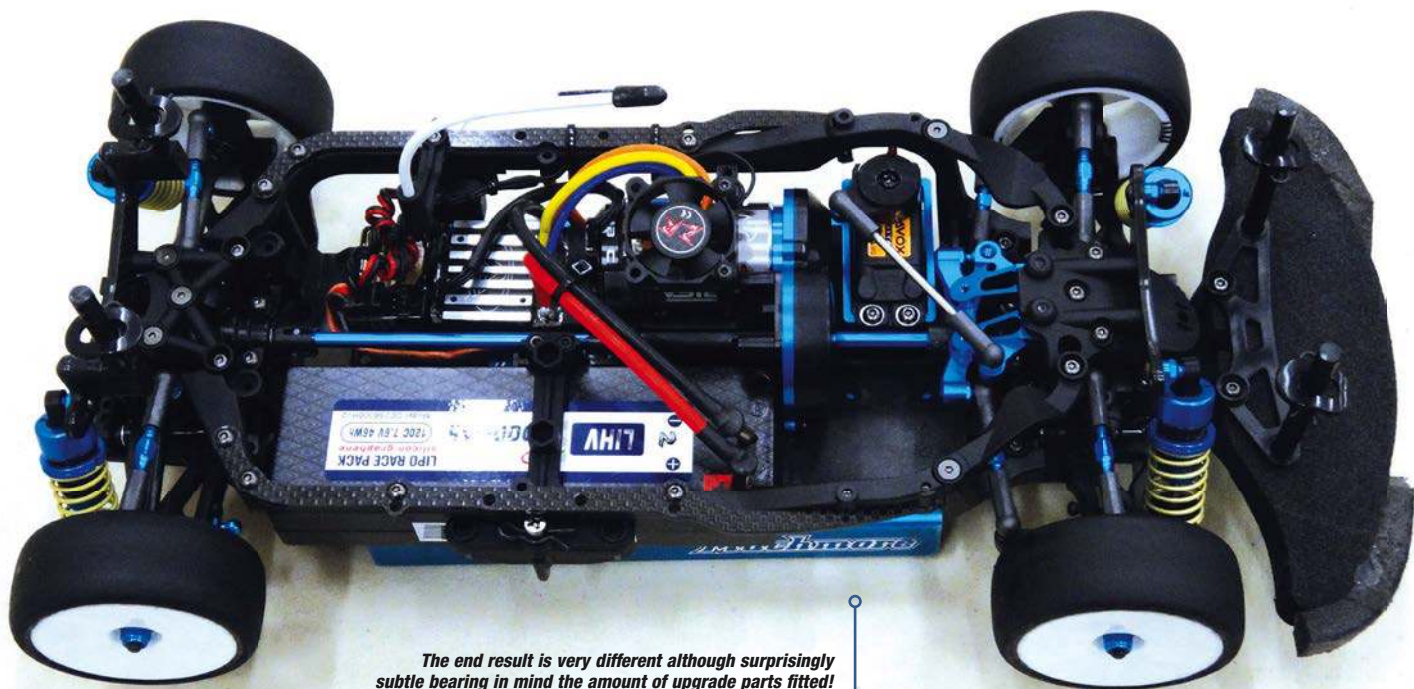
specification. With my intention to continue to race the car, I would add the updates in gradual stages each week, in doing so determining what affect (if any) each update has on the way the car drives/handles.

UPGRADES A PLenty

It has to be said, that among all the RC car manufacturers, Tamiya is the one that caters most for those enthusiastic owners who want to upgrade their

This is how the TB-05 Pro looked before we started to replace the stock parts with Hop-Up Options





cars. Tamiya almost invented the hop-up culture within the RC industry – indeed these upgrade parts are marketed as Hop-Up Options. Some of these option parts can improve, performance, handling and reliability, or a combination thereof, but I think even the most avid of Tamiya aficionado would admit that some of these optional items only prove to provide a little added 'bling' to your chassis, rather than provide any significant performance gains. I'm the most sceptical of racers, but even I must own up to getting rather excited over the sight of the array of option parts that I was sent, all neatly packaged with their Hop-Up Options header cards, some containing some rather delicious looking carbon fibre and alloy parts, the latter resplendent in their distinctive Tamiya blue anodised finish.

A COMPLETELY NEW TB-05

During the initial build of the TB-05 Pro, I tried to investigate what option parts that are available for the car. Indeed many parts that were already in circulation for other/older cars in the Tamiya range fit, and can be used for the TB-05. On one particular internet 'trawl' I uncovered an interesting and

informative thread dedicated to the TB-05 Pro over on the RC-Tech forum, where one particular Tamiya fanatic had built his TB-05 (from what I could tell) almost entirely from Hop-Up upgrade parts – despite the kit itself having only been released for a short period of time.

The Hop-Up Option parts I was sent were on the whole, solely intended for the TB-05 chassis and they included the following:

OP-1800	Tamiya TB-05 Aluminium Servo Mount
OP-1801	Tamiya TB-05 Aluminium Steering Arms
OP-1802	Tamiya TB-05 Aluminium Steering Bridge
OP-1803	Tamiya TB-05 Carbon Damper Stay (Front)
OP-1804	Tamiya TB-05 Carbon Damper Stay (Rear)
OP-1805	Tamiya TB-05 Carbon Side Members
OP-1806	Tamiya TB-05 Front One-Way Set
OP-1825	Tamiya TB-05 Carbon Reinforced Lower Deck (Main Chassis)
OP-1826	Tamiya TB-05 Carbon Reinforced K Parts (Stiffeners)
OP-1827	Tamiya TB-05 Carbon Reinforced T Parts (Steering)



These bright blue alloy parts will all replace black moulded plastic



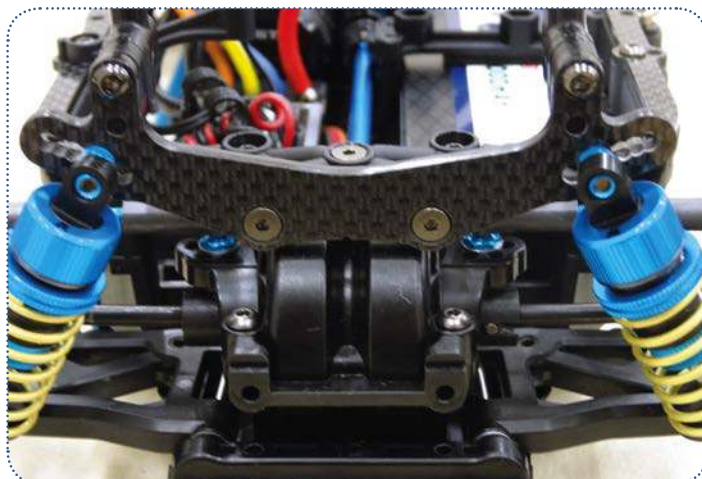
Dan sourced this part himself to go with the other options that were supplied to Racer by Tamiya in Japan



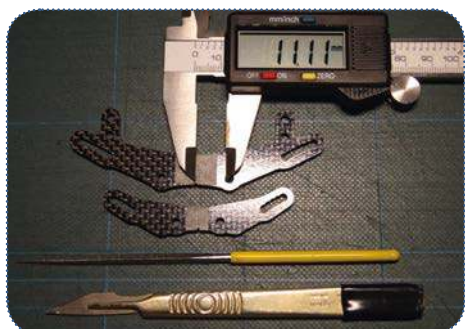
Fitting these carbon fibre side members certainly improved the rigidity of the chassis



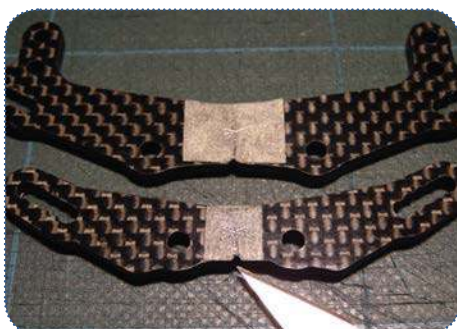
Carbon fibre front shock tower features superglued edges



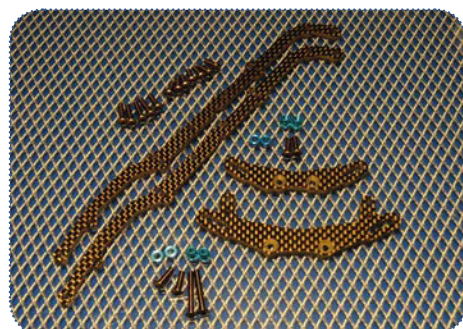
The notch allows you to pick up the car and measure balance and suspension pre-load



Using a set of vernier calipers to accurately measure the centreline of the shock towers



Marking the centreline and using a file to make a small V-shaped notch at the bottom



The carbon fibre parts and their associated hardware

Additionally I also purchased a couple of steel pinions in 06 module pitch direct from Neil Stubbington at RW Racing as well as some other Tamiya Hop-Up Option parts that I felt would be of particular benefit, these included:

- OP-1121 Tamiya Aluminium Horn for Hi-Torque Servo Saver
- OP-1540 Tamiya Steel Bevel Gears for TB-04 Gear Differential
- OP-1592 Tamiya TB-04 Front Direct Coupling

PERFORMANCE AS STANDARD

As previously described, it became quite quickly apparent that even in its standard specification, as built straight from the kit, the TB-05 proved not only to be quite easy to drive, it also proved to be a very capable racer and I was able to place it at the sharp end of the A final at my local club, on this basis I concluded that in its standard form, the TB-05 Pro was a car ideal for the beginner and the aspiring newcomer who would be able to continue to race it from those initial tentative first races right through to becoming a more proficient racer, knocking on the door of the A final on a local club night. At this early stage however, there is one single Hop-Up Option that I would recommend that would ideally be purchased at the same time as the kit and included into the finished model, and that item is OP-1121 Aluminium Horn. It is easy to fit, since you don't need to cut it down compared with the plastic kit supplied item which needs careful trimming prior to installation, and leaves the hole on the ball end, perilously close to the edge of the arm moulding and to me, looks so vulnerable to being ripped out in the event of a hefty shunt, to this end the alloy horn should prove to be the stronger option – it also looks rather snazzy!

FRONT FIRST

One of the first items that I wanted to try, was to replace the front oil-filled

gear diff with a spool, or Direct Coupling as Tamiya calls it (OP-1592). The only ones I could find available were from Hong Kong-based eBay stores, so whilst I was waiting for one to arrive from the Far East, I set about fitting and trying some of the other upgrades. First off was the combination of the front and rear shock stays and the chassis side members, these all being neatly cut from carbon fibre – and were duly sealed around the edges with superglue (as advised in the included instruction sheet with each part). In the case of the shock towers, I very carefully measured and marked the centreline and by using a small file put in a V-shaped notch on this line to the bottom edge – as with the hole that I described putting into the original plastic moulded items, this notch can be used for lifting the car up (using the tip of a small hex driver or a scalpel blade) to measure balance and suspension pre-load.

The fitment of the carbon fibre side members certainly improved the rigidity of the chassis, which in standard trim exhibits almost alarming levels of flex, both in twist and laterally. With the option parts fitted, the flex is still there but much reduced! I was also surprised how on closer investigation the original plastic shock towers bend when the suspension is compressed, but with the carbon fibre towers this flex is all but eliminated! This increased rigidity was certainly noticeable on the track as you could sense that now it was the shock absorbers that were now doing more of the work. The car also felt more responsive to steering input, but most noticeable was the way the car was more positive exiting the corner as steering is wound off to straighten the car's trajectory, rather than continuing to rotate as it did without the carbon fibre items. For this particular trip to the track I re-filled the shocks to provide full rebound, in an attempt to bolster the shocks ability to control the body movement of the car, especially under braking. Whilst it seemed marginally improved, I think stiffer springs would ultimately be the answer, but I still haven't managed to obtain a set of the hard-rated TRF springs for the car.

SPOT THE DIFFERENCE

For the following week I decided to fit the alloy steering assembly and this consists of the two arms (OP-1801), the steering bridge (OP-1802) and the alloy servo mount (OP-1800). These items certainly look very pretty and combined with the carbon fibre items fitted the week previous, the TB-05 was really starting to feel like a proper race-car! It must however be said that despite the alloy servo mount providing a noticeably more rigid fixing for the steering servo, I felt very little (if any) difference in the car from the previous week. Whilst I'm not convinced if you would ever notice any difference with the steering levers in any condition. I think that the alloy servo mount would be beneficial on larger, faster tracks where loads through the servo would be increased.

GEAR DOWN

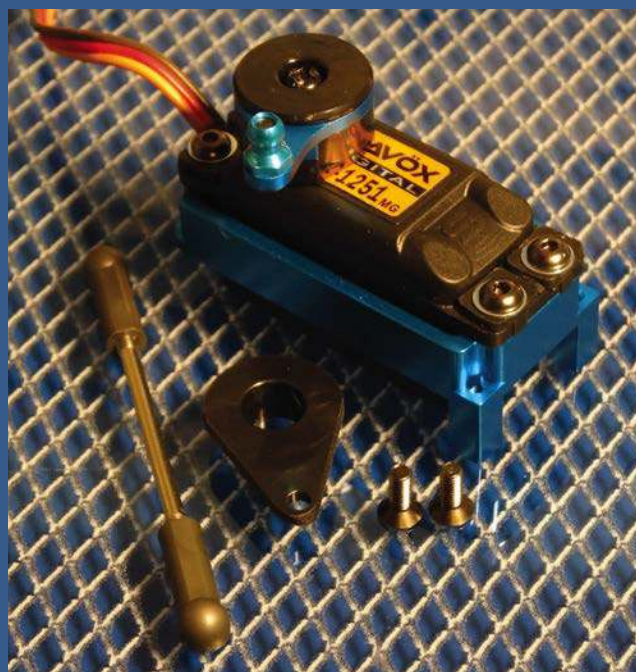
For week five I would be racing the car with a spool fitted in the front that had finally arrived from Hong Kong! The centre shaft forming the solid axle comes in the anodised Tamiya blue, but sadly the unit is hidden inside the gearbox casing once installed! By this time I had also received a couple of pinions from RW Racing that were delivered with their usual efficient service, and they were able to provide the gears in Tamiya's regular 06 module pitch. The supplied gear with the kit is a 24-tooth item, but even if this happened to be your ideal gearing, I would still recommend replacing the alloy kit pinion with a steel one for greater longevity. I had felt that the car was a touch over-geared on our relatively small indoor track at Kettering MCC, so I purchased 22- and 23-tooth gears both in steel. With the 22T pinion fitted, the car had more 'zing' and certainly felt livelier on the throttle. With the spool installed the car took on a new character. Suddenly it was not the easy, predictable car that the TB-05 Pro had previously proven to be. Anyone who has made the jump from a car with a front differential to one with a spool will recognise what a difference it makes. With a diff installed moments of oversteer are tamed by the natural reaction of easing off the throttle, but with the spool such moments are dealt with by jumping back on the throttle to enable the front-end to drive the car out of the slide, which is very counterintuitive to the novice racer! The spool also causes the initial steering to be very 'darty', but carrying too much speed or diving on the brakes too aggressively whilst approaching a corner causes understeer. This all makes for a car that rewards the confident, but also makes it one that only becomes easy to drive at 100 per cent race-pace. At slower speeds the car is just plain odd to drive and so not great for the beginner. Despite these less than favourable traits of running a spool, in the right hands a car equipped with one will be quicker. On this particular track, the car certainly felt like it was quicker, even if the overall result was similar to previous weeks.

STRONGER STEEL

Week five also saw the TB-05 Pro suffer its first breakage. I believe the combination of running the front spool (thus transferring more aggressive loads through the drivetrain) and a relatively heavy shunt caused the stripping of the small bevelled gears inside the rear diff. This was a bit of a blow as the car had been going so well. Luckily the fact that I wasn't using the front diff meant I was able to quickly replace the broken diff with the spare one and complete my remaining races on the night. Surprisingly the heavier oil in the replacement diff didn't seem to affect too much how the car drove. Having suffered this breakage I was prompted to order the Steel Bevel Gears (OP-1540). I had previously read that the kit spec plastic gears are a bit prone to stripping so maybe I should have ordered the steel gears sooner in anticipation? I would



The steering assembly benefits from a whole host of Hop-Up Options and a result offers much better feedback to the driver



Alloy servo saver arm offers a huge improvement and now the servo is supported by a matching blue alloy mount



The full aluminium set-up of steering arms and bridge

WING IT

I was also sent Tamiya's optional Racing Wing Set (OP-1688) and this nicely moulded piece of polycarbonate provides a rather snazzy carbon-effect for the two differently styled wings that can be trimmed from it. One rear wing is flat, square profiled and suitable for most current 190mm/200mm touring car bodies, whilst the other is more curved on plan so is probably more suited to GT-style shells. Also included are some black plastic moulded mounts and associated hardware to enable the fitment of each wing, to bodysells that don't already have the provision. These wings will certainly add that classy finishing touch to your perfectly painted shell!



certainly recommend anyone considering buying a TB-05 that they should consider purchasing the steel bevel gear set (for the rear diff at least) and build the car with them straight from the off.

ANOTHER REBUILD

I didn't get the time to install the new steel bevel diff gears for the sixth and (so far) final time of running the TB-05 Pro so was again running with the diff containing thick (10,000cst) oil in the rear. This time I fitted the full complement of carbon-reinforced plastic parts that replace all of the parts from the K and T parts sprues and the main chassis. The K parts tree includes the floating servo mount and T parts has the items to make up the steering bell crank assembly, both of which had also been supplied as alloy option items and previously run. Swapping the alloy parts over for plastic items feels like a backwards step, and they certainly look less pretty, but in all honesty given the price difference, I would personally choose the carbon-reinforced items as the difference in flex is negligible especially in the case of the servo mount when used in combination with the carbon-reinforced chassis. With the car re-assembled with the optional chassis and other carbon-reinforced plastic parts installed, the whole car feels a lot more rigid. In fact the only

real evidence of noticeable flex is where the front chassis brace parts (also from the optional reinforced K parts sprue) are secured to the end of the chassis sides and at the screw fixing to the front bulkhead area. On track however, it's got to be said that there isn't a 'night and day' difference. In fact initially during practice (when grip levels are at their lowest) the car was more prone to spin out and had less grip as a whole, which may also be attributed to having thicker oil in the rear diff, although ultimate balance in the chassis still remained. As the grip came up, so the car began to behave better, I could really sense the suspension itself working independently rather than it being a combination of the suspension alongside the flex in the car's structure. What it did do was highlight again how the TB-05 Pro really needed to be set-up with some stiffer springs, and possibly a set of anti-roll bars front and rear. The car more than ever seemed to dive too much under braking and roll around during cornering. But from a better base on which to further fine-tune the set-up, the car built using the optional stiffer plastic parts gets a thumbs up from me!

SUMMARY

It was certainly interesting to see and feel the difference various upgrade parts affect how a car handles and drives on a week-by-week basis. It also highlighted what I suspected in that some upgrades make little difference in terms of performance, but do perhaps look rather nice! From my findings – I would recommend that any potential new owner of a TB-05 Pro should also consider purchasing the alloy servo horn, the steel bevel gears for the rear diff at least and to build these into the car. I would also look at investing in a hard spring set to suit the TRF shocks as the supplied springs are really too soft for most surfaces/tracks that you would likely to be racing on. I am aware that the RRP for the TB-05 Pro makes it quite an expensive kit for a beginner to the hobby and as such I would suggest that owners should try and refrain from splashing out too much on upgrade parts until they have really gotten the hang of driving their car, and then choose wisely with what upgrades to invest in as his or her skill level improves, since the cost of these Hop-Up Option parts can quickly mount up. A chassis kit that was not on my radar at the time of writing the main Thrash Test earlier in the year was Tamiya's TB Evo 7, which is Tamiya's top of the range shaft-drive touring car chassis. Whilst not marketed specifically as a TRF – although the TRF moniker is emblazoned on the kit box – it is as much a top-end touring car as any Tamiya has previously released. Interestingly in the same issue of Racer as the review on the TB-05 Pro, it was announced in the news section of the magazine that the Tamiya TRF419XR belt-drive competition touring car kit was going to be released as a complete kit (rather than as a chassis update kit only) and exported to worldwide customers. Both these kits will retail for



Specialist 06 module pitch pinion gears from RW Racing were required



The spool (Front Direct Coupling) replaced the geared front diff



Steel bevel internal diff gears replaced the stock plastic ones when we stripped them



Carbon-reinforced mouldings are stiffer than the standard plastics

over £500, which is way more than what a TB-05 Pro can be brought for. But it's amazing how the cost of upgrade parts can quickly add up and you could soon be knocking on the door of these two top-flight kits price-wise if you got too carried away with buying Hop-Up Options.

A TAMIYA HEAVYWEIGHT

So it's been established that the TB-05 Pro chassis kit makes for a good starter and intermediate level racer, but it's got to be said that the TB-05 Pro will never quite perform up to the level of the more expensive, top spec touring car chassis that are currently on the market and will ultimately leave the expert/pro level racer frustrated. The main reason for this is simply due to the heavy race weight of the car. Bearing in mind that I'm using a

lightweight bodyshell and a 1:12-scale derived speed controller without a fan, with all the upgrades fitted (and lacking anti-roll bars) the TB-05 Pro weighed in at almost 1470g. With the new BRCA limit now confirmed at 1320g the TB-05 Pro is carrying a lot of unnecessary weight that you just can't simply get rid of. The obvious issues this presents the suspension set-up, tyre wear, added strain on the electrics and drivetrain ultimately hinders the performance of the chassis especially with the prevalence of stock class racing in the UK where drivers are analysing in minute detail in order to extract every last 'ounce' of performance from their cars. To this end it was nice to return back to my trusty Xray T4, but I did enjoy running and learning about the Tamiya over the number of weeks that I was racing it. ■



The spool installed with a little lube applied to the teeth

KANAI'S CHOICE

As a Futaba fan, BRCA honcho and a man with many years of RC experience across a plethora of classes, who better to put the new Futaba 7XC transmitter to the test than Racer's own Peter Winton

Ah, the smartphone-inspired RC transmitter.

Not something that we can recall from the past, so this is the closest we have been to an RC transmitter with an iPhone strapped to it. The Futaba 7XC's main function is as a two-stick transmitter for controlling RC vehicles. For over 30 years my RC transmitter life has been on "Planet Futaba" starting with the M-Series Twin Stick in the 1970s. Features and functions on this 7XC model share much from its predecessors the FF3, the 3VC and the 4GR... on steroids. Having skipped the fourth generation of Futaba radios, the updated screen and its layout is new to me, though clearly inherits much of its DNA from the 3VC currently dealing with transmitting duties for my RC cars.

It is designed for any and all car and boat applications, including twin speed controllers (servo or electronic), twin steering/rudder servos, nitro/two-stroke engine warm-up and throttling modes, and all manner of servo-signal-mixing tricks one could imagine. The 40-model memory may nod to the more well-heeled RC enthusiast and, as we will see, its price requires a significant depth of pocket!

ON A CHARGE

Touch screens really took off with battery chargers in RC – one thinks of the LRP Pulsar Touch and the Team Orion Advantage Touch chargers – many years ago. Today they occupy a lot of the interfaces between humans and their chargers and transmitters. Futaba has chosen this route for the 7XC.

So, it's a complex, all-singing, all-dancing transmitter that is going to take me ages to master? That impression doesn't start well when the box disgorges something described as the short manual – all 56 pages of it! Fears of complexity weren't helped by a chunk of those pages being warnings





about everything from battery handling to servo selection – indeed every page carries a warning about something one shouldn't do.

Like every transmitter these days we find the usual standard functions. Dual rate and end point adjustment for the steering and throttle, servo reversing, servo sub-trim, exponential curves on both channels, fail safe and, it being 2.4GHz, receiver binding. The manual gets you going OK and sets out all the many further features available with some form of explanation.

The 7XC is light and it fits easily into my hands with that familiar feel like every other Futaba transmitter I have owned in the last 25-odd years. It comes with a small receiver weighing just 6g, a

screen cover and some tools for adjusting things like the throttle neutral position and stick angles.

FUTABA IS LIFE

The instructions implore you to use the optional dedicated Futaba LiFe battery and its associated charger, saving the supplied dry-battery holder only for testing. Which, frankly, is a bit mean considering the price of the unit, as is supplying only one receiver for something that can handle up to 40 different models! Two would have been nice...

This is a serious transmitter, not a low-numbers limited edition. It's not something that is going to be superseded by the next great twin-stick in five minutes, it will be around for years. In many



Despite the hefty price you will need to source your own batteries. Futaba recommends LiFe but we went with AAs



Once installed a rechargeable pack can be topped up without having to remove the battery cover

TEST SESSION

What: Futaba 7XC



Additional controls are ergonomically placed for easy finger access



The large LCD measures in at 109mm (5.5 inches) so is the same as an iPhone 8 Plus!



Ports in the rear of the unit allow the battery to be charged without removal and headphones to be plugged in



A 2mm screw behind the cover allows the throttle stick neutral position to be set for either 50:50 or 70:30 throw



This is the communication/S.BUS port and the location of the microSD card slot

ways it represents the ultimate transmitter for surface vehicles as there isn't a single feature missing that anyone could possibly want.

FULL ON NAV

Menu navigation is simple through fully described

SPECIFICATION

Model Memory:	40
Modulation:	T-FHSS Surface, T-FHSS SR, S-FHSS, FASST
NFC:	Yes
Receiver:	Futaba R334SBS (included)
Screen Spec:	109mm Backlit Colour TFT
Switches:	6
Transmission Power:	100mW EIRP
Trims:	5
Type:	Stick Radio
Dials:	2
Frequency:	2.4GHz
Channels:	7
Battery:	LiPo/NiCd/NiMH (not included)
RRP:	£779.95

COMPATIBILITY

Here is a list of receivers that are compatible with the Futaba 7XC:

T-FHSS SR/T-FHSS: R334SBS/ R334SBS-E
 S-FHSS: R304SB/R304SBE
 S-FHSS: R2104GF/R204GF-E/R2008SB/R2006GS
 FASST: R614FS/R614FF-E/R604FS/R604FS-E

menus on the touchscreen – no abbreviations to forget like the older versions. Users of the 3VC and 4GR will find a familiar menu layout and function descriptions, meaning they are rapidly at home with the 7XC. New users will find their feet quickly and anyone can customise what appears where at the touch of which button, to bring all your most-used features to the fore.

Binding the receiver supplied could be simpler, but I don't know how! The latest Futaba receivers are coded and the code appears once the binding is complete. There's a range of receivers available from the simplest two-channel device right up to a four-channel device with built-in aerial and telemetry back to the transmitter.

Quite like a car there are various 'modes' of operation. The top, Super Response (SR) mode requires the latest Futaba servos. The unit is compatible with all Futaba digital and analogue servos, an improvement on my 3VC which wouldn't take analogue servos in its first-generation FASST mode. Setting the unit to the latest FHSS mode perfectly suited the supplied receiver and my Futaba 9650 digital servo.

On the plus side the receivers compatible with this unit are half the price of the old FASST receivers; some as low as £30, up to about £55. Kitting out a second car shouldn't cost another fortune. On the minus side my current FASST receivers are first-generation C1 types that don't

work with the 7XC. The second-generation C2 receivers work fine; the instructions are clear on this.

FUNCTION CONTROL

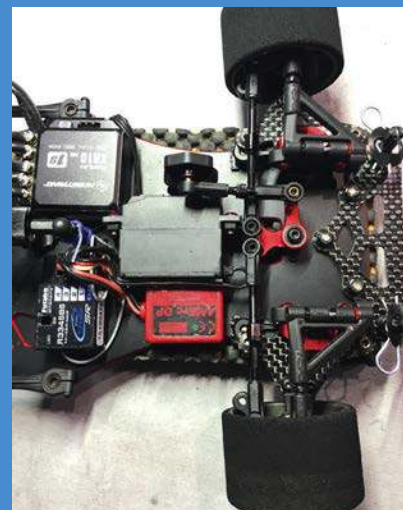
The various buttons, switches and dials on the transmitter can be set to perform many of the adjustable functions the 7XC can perform. Steering exponential and brake throw were easily set to buttons on the face of the transmitter. Pre-set buttons cover throttle throw and steering rate. The stopwatch is big and clear so we set buttons on the back of the unit, with the reset as a button on the front, to make operation easy on the driver's rostrum.

Idle up and engine cut are functions nitro users will like. The mixing menus cover four-wheel steering and dual speed controllers for rock crawlers, and there's even a 'tank' mode to allow adjustment of the mixing for both throttle and steering. Boat owners can take advantage of mixing functions to use for trims and





Owners of older Futaba stick radios will appreciate the familiar contours of the 7XC



For testing purposes the Futaba R334SBS diversity receiver was installed into a Roche P12 Rapide Evo chassis

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rudder/throttles.

The telemetry functions allow sensors to be added and feedback to be given to the transmitter, as well as audibly through earphones that can be plugged into the back of the unit. Telemetry feedback is banned in RC car racing, though could prove useful to boat owners for things like engine temperature. Non-telemetry receivers are cheaper to buy too.

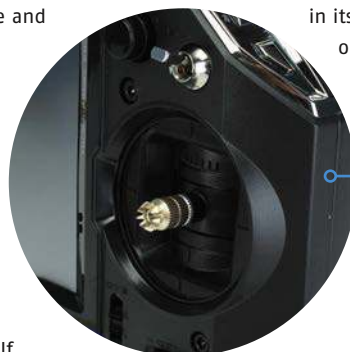
On the track, so to speak, the transmitter is easy to hold and use. The touchscreen dims after a few seconds and provides no distractions. The balance of the transmitter with the dry cells in was slightly 'bottom down' for my liking, though fitting the LiFe battery would fix that – it wasn't hard to get used to.

TRACK TESTING

Signals to the car feel clean and precise with absolutely

no hint of interference, or indeed that the unit was doing anything other than taking my signals and getting the steering and throttle to do exactly what I asked for. Changing the servo speed delivered a more mellow feeling to the car which I quite liked, but won't stick with – there seems little point in buying this and not taking advantage of its main weapon; the clean, precise and fast response to inputs from the transmitter.

No review is complete without mentioning the price. £780. This is not a misprint. Is this really worth the money? Can a transmitter possibly be worth £780? And when it comes with just one receiver, no rechargeable battery and no battery charger? If



what you are after is a simple to use transmitter with multiple settings for all surface vehicles that provides the best 'feel' both in the hand and on the track then this is it.

This is a highly adept, likeable and desirable transmitter with a huge range of talents. In the cold light of day it is a very large step up from the 3VC and 4GR. It's lighter, faster in its signal responses, offers more options and feels a cut above any other Futaba twin-stick ever made. ■

Both sticks can be adjusted in many ways including length, angle and tension



Summary

Built of high-quality materials and beautifully laid out both physically and in its software, the Futaba 7XC stick radio is easy to use, robust and, for someone whose RC life has been lived on "Planet Futaba", it is an object of desire. With one of these, you may never have to buy a transmitter ever again - highly recommended.

THRASH TEST - TAMIYA CC-01 TOYOTA HILUX EXTRA CAB

■ spec: 4wd plastic chassis ■ class: 1:10 off-road ■ cost: £225

A while back Johnny Smith of Fifth Gear fame came up with the crazy idea of recreating one of Tamiya's classic stunts by pulling a full-size Toyota Hilux along with several small Tamiya RC models. The end result was a series of viral videos for Toyota UK shot by DMS Media, and Racer had a small part in helping with the production, both before and during the filming process. The final films are fantastic to watch and we suggest you go take a look on our website at www.rcracer.com where you can find four short videos under the title of "Hilux Little and Large" that were created to help promote the full-size Hilux.

SOCIAL MINIONS

Fast forward a few months and DMS Media popped up again on our social media feed with a full-size Toyota Hilux wrapped in the classic Tamiya Bruiser livery. This was to help promote the launch of the new Toyota Hilux Extra Cab model, again then Tamiya repaid the favour by releasing the new Extra Cab Hilux RC model complete with Bruiser artwork based on a CC-01 kit. This might appear as a clever marketing ploy between all involved companies but either way we get a new body shell and more retro Bruiser coolness...

IT'S GETTING OLD

There is no getting away from it the CC-01 chassis is getting a bit long in the tooth, but it is a really simple to build chassis. The main tub chassis is moulded in the style of a twin rail chassis frame. The gearbox and motor are the first things to be fitted into the model along with the counter gear and spur gear. The differential is the traditional Tamiya three-gear diff, and we would advise you to use some heavy-weight grease in this should you wish to take the model off-road and aid traction. However, should you want it to be an all-rounder using the kit grease will be fine. As always it's best to



WHEN IS A BRUISER NOT A BRUISER

Can you guess what happens when you cross a powerful media production company, a famous Japanese RC manufacturer and a full-size vehicle?



THRASH TEST - TAMIYA CC-01 TOYOTA HILUX EXTRA CAB

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Powering the CC-01 is a silver can motor



A little white grease was applied to the gears on the inside of the diffs



On the underside of these gears sits a counter gear that provides drive to the rear axle



With the chassis flipped you can see how big the moulded wheel arches are



The steering arms use threaded rods so these need to be adjusted right to achieve the correct geometry



The front suspension starts to take shape. Note how a moulded skid plate has been incorporated into the design

fit bearings at the start of the build so save yourself a bit of hassle and order a pack before you get started.

TRIED AND TESTED

A counter gear in the gearbox provides the rear drive and this works the same way as a transfer box in a full-size 4WD vehicle. Whilst the front-end has conventional driveshafts from a central differential to the steering hubs on the dual wishbone front-end, the rear utilises a four-point link system and a rear beam axle that houses another, although smaller three-gear differential. Tamiya provide you with the option at this point to have the diff full locked to enhance the off-road ability or leave it with the differential in place that allows a much reduced turning circle when used out in a car park or street. You can always change your mind later and swap the system around to the terrain in which you are driving.

WHICH WHEELBASE

The CC-01 has been the driving force behind many models, and as such you can change the length of the wheelbase to suit the body shell you will be building it on. This is simply done with by positioning the four-link rear-end onto one of the two optional mounting positions. Please note that the driveshaft for the shorter wheelbase option is not provided and would have to be sourced if

you wished to use the chassis on a shorter body later on in its life. The four-link suspension is a little bit over the top. The lower arms are hugely oversized and have several square edges on which your model could get hang up whilst out on the trails. The plastic Tamiya is using seems to have softened over the years so a few goes over the rocks may sort the harsh edges out for you.

STEER CLEAR

The CC-01 comes equipped with Tamiya's CVA shocks that feature a plastic body. These are simple to build and require very little maintenance; the kit oil is a pretty light so you may want to experiment on different weights of shock oils however, the pistons are fixed in size so these cannot be adjusted. The steering of the CC-01 has always been a little bugbear with the hardcore modelers. It uses

The completed rolling chassis with Acoms 2.4GHz radio installed



a plastic shaft mechanism that passes through the chassis to the dual bell cranks. This style of system does tend to give a fair amount of play, which is fine if you are just bashing with the truck but more experienced modelers do not like the vague feel that it offers. Luckily the CC-01 has had many manufacturers offer aftermarket hop-up parts so there is an absolutely massive range of parts to choose from including a steering upgrade kit. Speak to your local hobby store first as they may be able to get whatever you want to fit your CC-01, and Tamiya also offer a few Hop-Up Options as well. This kit is truly spoilt for choice from the aftermarket manufacturers...

EVERYTHING IN BETWEEN

The rest of the build is pretty straightforward. The radio tray forms the housing for the battery whilst motive power is provided by a standard Tamiya silver can brushed motor. There is no speed controller included with the kit so we opted to use Tamiya's current TBLE-02s, which allows you to run a brushless motor as well as giving you

the option to run LiPo if you desire. But as the chassis is getting on

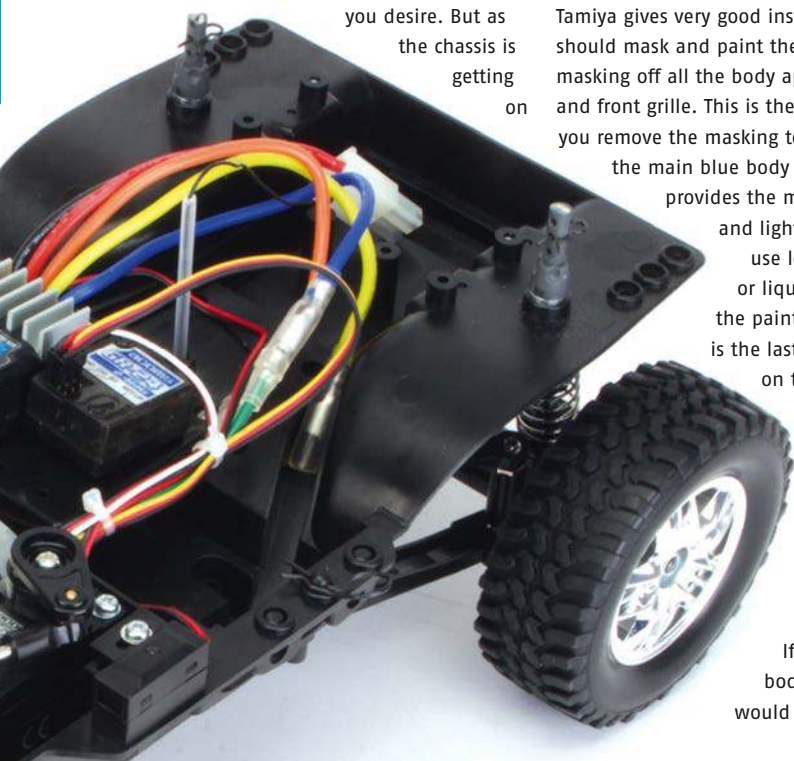
in its life the battery holes are only shaped to run stick pack NiMH batteries. There is plenty of space to run the wiring and several unused posts so you can have a neat and tidy build. A few cable ties sort out the wiring for the servo and speed controller. We used an Acoms AS-17 for the steering, although a cheap metal geared servo would be an excellent upgrade in the future should you want to take it out on the rougher terrain. The wheels were last seen on the 2007 Tamiya Porsche Cayenne although this time they are topped off with a chrome finish and outfitted with the more aggressive Tamiya off-road tyre. Strangely there is no Tamiya lettering on the tyres, but this is great for those that want to put their own white markings on the sidewall.

EXTRA BED BODY

The Toyota Hilux Extra bed body is beautifully moulded and whilst the cut lines are easy to follow, some of the smaller sections around the side bars can be a little tough to follow. The plastic around that area also gets very thin so lightly score this area when you are cutting it out. Tamiya gives very good instructions on how you should mask and paint the body and you start by masking off all the body apart from the rear bed and front grille. This is then painted black before you remove the masking to allow you to paint the main blue body colour. Tamiya only provides the masks for the windows and lights so you will need to use lots of masking tape or liquid mask to complete the paintwork. The extra bed is the last piece of painting

on the body and this is completed with Tamiya Pearl White. Usually pearl paints have a backing but we have researched and found that it's not recommended to back this particular colour.

If we had to paint this body again we probably would have just gone for



Racer tips

If you want to take the Tamiya CC-01 Toyota Hilux Extra Cab off-road, then we recommend fitting the optional diff locker.

Painting



THRASH TEST - TAMIYA CC-01 TOYOTA HILUX EXTRA CAB

spec: 4wd plastic chassis class: 1:10 off-road cost: 6225





A Full-Size Bruiser

.....
Toyota pays tribute to Tamiya by producing a full-size road legal Bruiser

Following on from the Hilux Little and Large videos, Toyota went one stage further and produced a full-size tribute to the Tamiya Bruiser. The Hilux Bruiser – strictly a one-off – is based on the Hilux Extra Cab model. To scale-up the original model's big-wheeled look, Arctic Trucks installed its AT35 conversion, fitting wheels with massive 35-inch tyres. This called for engineering changes too, with modified and uprated suspension, new gear ratios in the differential and flared wheel arches.

The wheels themselves have been given a chrome finish to match the Tamiya model and the bodywork has been wrapped in a high-metallic Diamond Blue vinyl by the team at Funkee Fish. The Tamiya Bruiser's famous "Hog Heaven" livery and all its other decals have been digitally reproduced by hand, along with a faithful reproduction of distinctive tri-colour stripes that run the length of the body and frame the bonnet, complete with a Tamiya logo on the rear quarter. On the tailgate, the Toyota name looks as though it has been stamped into the metal, an effect achieved using a special dome gel. The same material was used to simulate the raised black window surrounds on the rear section of the cab.

Just like the Tamiya icon, the Hilux Bruiser has a louvered rear window. In fact, it was impossible to install the actual glass, so a two-dimensional print has been used that looks just like the real thing, even at close quarters.

Expert model-maker and fabricator Robert Selway was responsible for recreating some of the details in 1:1-scale, including a replica on/off switch in the load bed, R-shape body clips and tubular bumpers and rock sliders. The bonnet clips are magnetic and for show only, while the bumpers and rock sliders have been fabricated from stainless steel exhaust tubing and wrapped in white vinyl to make them look like the model's plastic parts. In a move away from the Tamiya original, Toyota's Hilux Bruiser has a large antenna behind the cab, to reinforce the impression of it being a radio controlled model.

THRASH TEST - TAMIYA CC-01 TOYOTA HILUX EXTRA CAB

■ spec: 4wd plastic chassis ■ class: 1:10 off-road ■ cost: £225



Fixed length moulded top links reduce adjustability but offer great strength and durability



Tamiya continues to use brass bushes in certain areas although we recommend replacing these with bearings



The completed front-end just needs some hexes to be installed on the axles and then the wheels/tyres



Here you can see the locking components for the rear diffs that will improve the CC-01's off-road performance



The rear axle is supported by white plastic bushes. Note the metal casing for the diff



The underside of the rear axle



The process of putting the oil-filled shock absorbers together



The plastic bodied shock absorber uses spacers to alter the ride height of the chassis



At full down travel the shocks provide enough clearance for sensible off-road action

◀ the classic Tamiya White but that's a personal choice. Speaking of personal choices the rear lights got a couple of coats of smoke tint along with the windows.

The kit includes a set of front and rear light buckets as well as a small LED system to light up your rig. The rear light buckets need masking as per the instructions and these get sprayed with clear red paint. The light buckets allow you to fit headlights, indicators, sidelights and brake lights however, if you only fit the basic kit there are light decals to fit over the open holes.

BLUE BRUISES

The decal sheet is extensive around one hundred individual decals need cutting out so you will be busy on this build. The sides are tackled first with

the classic Bruiser stripe. These are rather large so we carefully cut out the sticker and removed a strip of the backing from the centre of the sticker. This allows you to line up sticker to the body line. The instructions show placement but not intricate placing so one side ended up a little lower than the other but as you can never see both sides in action it's not a big issue. Again in hindsight we probably would have cut out the four major stripe sections and lined them up on the body before finally fitting them. Tamiya could have cheated and added the Hog Heaven logo onto the stripes but each sticker is separate so you can sticker up as per the box art or add as many or as little of the stickers as you like. With the rear lights we had to cut away the red sections of the light stickers as the rear lenses are smoked it would



We are in the process of making a bull bar to replicate the full-size version



The underside of the CC-01 chassis is a busy one with the suspension linkages and transmission components

have looked odd, so this left us with the thin black edging line to fit around the lights. The side bars and rear bumpers should be painted with the pearl white but we went a little off-piste by using white vinyl on these instead and using the surround stickers to make the bars stand out. The rear bed section when painted had a few bleeds under the masking whilst spraying and although we cleaned these up as best we could with Carson's Paint Killer, those clever chaps at Tamiya added some white decal lines on the sheet so you can cover up any little errors like this. Again this is another reason we would paint the bed cover white as it would match the decals better.

MIRROR MIRROR

The final few touches of the body included the large on/off switch sticker. We would have loved to have seen a white aerial tube included in the

kit to mimic the full-size build but there is no antenna tube included as Tamiya move more and more over to the antenna-less 2.4GHz design. The mirror housings come on the light bucket sprues so are finished in chrome. These need masking and spraying with a black TS spray at the bottom. When dry they are finished off with an indicator decal. The mirror glass uses two decals stuck to an off cut from the body plastic, you then cut around these and double side tape them into the housings. A small hole is then reamed into the body and an O-ring fits over the stalk with an R-clip holding them in place on the body. The final job is to make the holes for the body posts and fit it onto the chassis. The finished body looks fantastic however, we have noticed as light issue with the placement of the rear wheel against the rear arch. Double checking our build we thought that we had built the chassis in the

wrong configuration but the front wheels line up perfectly. So it seems to be a happy medium of keeping the scale size of the body to the available wheelbase of the CC-01. You could make some custom rear links if you are happy to put in a bit of work. Though we suspect most users would not even notice or care.

SO SHOULD YOU?

If you are looking for a fun build that can take a bit of rough and tumble whilst looking great than this is the kit for you. A genuine backyard basher with up to date looks that can be modified easily that has never really gone out of fashion.

What more could you really want from a kit? The CC-01 feels like a throw back to childhood days of building RC cars so if you are the age and you have your own kids now of that age then this is a kit to cut their teeth on. ■



THRASH TEST - TAMIYA CC-01 TOYOTA HILUX EXTRA CAB

■ spec: 4wd plastic chassis ■ class: 1:10 off-road ■ cost: £225

On Test

With a battery charged it was out to the local park, running the Tamiya CC-01 Toyota Hilux Extra Cab without the diff locker installed. As expected the standard silver can motor is fairly quick for this type of kit. It might not satisfy the crazy brushless speed freaks but you would quickly lose sight of the model if you have enough distance and high speed isn't really what this model is designed for. Punching the throttle you can get the wheels to break traction and mud soon gets slung out the back. The oil-filled shocks happily soak up the bumps and jumps and unlike its spring-only dampened cousins, the ride of the CC-01 looks more composed as it doesn't tend to bounce around. On the rough stuff and grass the lack of locked differentials soon becomes apparent as one wheel breaks traction the rear quickly follows. One side will just spin which means the model quickly comes to a halt requiring a helping hand to get it back into action. When we changed the rear diff gears for the locks the off-road capability increased immensely. With only having the rear diff locked the turning circle wasn't as compromised as having both done. It was easy to get across longer grass and even rough inclines are easily accomplished. The larger grippier tyres included with this kit bite well. The front bumper soaks up the knocks and scrapes that are a given with off-road running and also stops the body from sustaining too much damage however, we did opt for the front skid plate to clean up the look of the front-end. We also have tried to build a front bumper from the original to again match the full-size build but wasn't able to complete this in time for the review. The steering is all right when out on a piece of tarmac but for us needs a little work. Perhaps a ball race set and some little tweaks would improve the feeling, but do not let this put you off. It's a minor niggle on an otherwise excellent chassis.

Traction could probably be improved with some added weight over the front to aid the bite of the tyres, there is plenty of free space in the chassis so adding some weight is easy. So if you want a good all-rounder this kit is perfect, and if you want a capable off-roader swap the kit motor out for a much slower version around the 50-turn mark. This will give you much more control when out on the trails as well as a better scale speed. The Tamiya CC-01 Toyota Hilux Extra Cab really is a 'jack of all trades' car.





SPECIFICATION

Model:	Tamiya CC-01 Toyota Hilux Extra Cab
Scale:	1:10
Class:	Off-road
Application:	Fun
Format:	Kit
Power:	Electric
Chassis:	Moulded Plastic
Drivetrain:	4WD
Transmission:	Shaft/Gear
Differentials:	Gear
Shocks:	Oil-filled/plastic bodies
Bearings/Bushes:	Bushings

TECHNICAL DATA

Length	465mm
Width	200mm
Height	170mm
Wheelbase	267mm
Weight	1490g

WHAT WE USED

Electric Kit	
Transmitter:	Acoms 2.4GHz stick
Receiver:	Acoms 2.4GHz
Servo:	Acoms AS-17
Speed Control:	Tamiya TBLE-02s
Motor:	Tamiya silver can 540-size brushed (kit)
Battery:	Carson 2300mAh 7.2V NiMH

OPTIONAL PARTS

#54541	RC CC-01 Aluminium Oil Damper
#54666	RC CC-01 Barrel Sprint Set
#84429	RC CC-01 Aluminium Wheel Hub
#54665	RC CC-01 Aluminium Motor Mount
#54608	RC Assembly Universal Drive Shaft

VERDICT



Beautifully detailed body
Adjustable Wheel base



Wheel position in rear arches

RACER RATING: ★★★★★

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Summary

Another Tamiya Bruiser beauty that looks great on a shelf or in action. The new body is fantastically moulded and we are sure that it will become very popular with scale builders and fitted to a multitude of different chassis'.

ICON REIN IN 1:10-5

The 1985 Toyota 4Runner is an iconic truck and now RC4WD has performed their magic by creating a 1:10-scale replica that you see here as a stunning fully licensed hard body set

STEVEN SMIT



Just how good does Steven Smit's garage set-up look!

IMAGINED CALE





■ It's not often we are left speechless in the Racer offices but when a shiny new box arrives from our friends at RC4WD, it's usually opened with gusto. This was certainly the case when we found out that a new body had been shipped to us. Upon opening the packaging we found the main box of the product. It was so large we thought we had been sent the body twice by mistake. But no, the box has just one body in it and upon opening we started to pull out all the individually packed parts inside the box. There are so many individual parts in the box; the photo we have shown is just a small sample of the elements that poured out onto the desk.

BOLT-ON BODY

This new kit is designed to bolt straight onto the

popular RC4WD TrailFinder 2 chassis, but what does this new body boast? A full interior is included straight away, so there is no need to buy extra parts like seats as everything is included. This extends to a highly detailed dashboard, centre console and steering wheel. The doors, bonnet and tailgate all open and close and are held in place with magnets when closed. The doors and tailgate also have the interior panels attached separately adding to the realism. Just like the original full-size Toyota 4Runner the top of the rear bed can be easily removed exposing the interior and rollover bar for that wind in your hair action. All the windows are moulded from clear ABS plastic and the front and rear light housings are LED compatible.

DEVIL IN THE DETAILS

Small details such as the wing mirrors, windscreen wipers and fully-licensed Toyota emblems are also included in the box. The instruction manual is extensive and offers many good tips to help your build go smoothly and safely so make sure you read through it first. The biggest decision is going to be what colour scheme you are going to go for and this is something we have been struggling to decide on.

Thanks to a number of RC4WD's team drivers, we are able to bring you a selection of images of different designs before we decide which direction to take our 4Runner in. We would like to thank Brooks Kellet, Francesco Sequenzia, Pieter van Niekerk and Steven Smit, as well as RC4WD of course! ■

BROOKS KELLET



Brooks Kellet opts for a bright blue scheme as well as a driver figure and a selection of accessories

FRANCESCO SEQUENZIA



A set of subtle decals offer a custom look for this example belonging to Francesco Sequenzia

PIETER VAN NIEKERK



A high gloss paint finish means Pieter van Niekerk's ride really pops in the sun

CHRISTMAS CUP

In between Christmas and the New Year, Rowley Regis MCC hosted the Iconic Cup Christmas GP that drew in some regulars from the outdoor series as well as some new faces to add to the high level of competition



The Iconic Cup Christmas Grand Prix, held at the Rowley Regis Model Car Club, was the opportunity for racers to gather again midway through the break in seasons and for the first time ever, race

indoors on Primafelt carpet with their Iconic Cup cars. All of the regular vintage 1:10 electric on-road Tamiya classes were represented along with a support class for the up to date M-07 chassis and an open class for

Touring Cars. Iconic Cup F1 racer, John Fitzpatrick kindly arranged the event along with Rowley Regis chairman, Andrew Bird. Manning race control with Andrew was Chris Boden and a full pit shop was provided by

Racecraft RC. The control motor for the main Iconic Cup classes was the Team Powers Cup Racer.

RACE OF CHAMPIONS

It was good to see two of the 2018

Andy Travis's TA-04 races in the super stock 4WD touring car category





Andrew Bird (above) manned race control with Chris Boden



John Fitzpatrick trues up his foam tyres for the F-103



John Fitzpatrick's Damon Hill replica on an F-103 chassis

reigning champions in attendance; Andy Travis with his Super Stock TA-04 and Adam Burgess with his M-Chassis M-03. Adam also brought along his M-07 for the support class. Entrants from all around the country joined the champs for a great day of racing, including Torran and Bill up from Bristol, Paul Johnson from Northants, Matt and Mike Richardson

from Herts and Paul, Carl, Ryan, Darren and Neil from Notts. Rowley Regis club members represented the club well on the day having prepared Cup-legal cars and hopefully they will have been enticed into venturing outdoors to participate in the 2019 championship which kicks off in April at Mendip.

The race format for the day was



Kevin Dent with his Audi-bodied stock FWD touring car

fastest time of the day from four rounds of qualifying to determine the grid place in two legged finals. The score across the two finals determined the podium places.

STOCK 4WD TC

Rowley Regis chairman, Andrew Bird on his home turf, topped the qualifiers in the Stock 4WD

Touring Car class ahead of Pete Allen (independent) and Bill Hickman (Bristol Model Car Club). Andrew completed a master class by finishing first in both finals with 23 laps ahead of Pete Allen and Carson Green.

SUPER STOCK TC

In the Super Stock Touring Car class, Chris Hughes from the Bristol



Matthew Richardson hard at work in the pits



Paul Johnson and Adam Burgess

RACE REPORT

what: iconic cup christmas gp where: rowley regis class: 1:10 off-road

RESULT - F1

POS	DRIVER
1	Jonathan Simblet
2	John Fitzpatrick
3	John Ridding

RESULT - M-CHASSIS A FINAL

POS	DRIVER
1	Adam Burgess
2	Neil Simpson
3	Paul McKeag

RESULT - M-CHASSIS B FINAL

POS	DRIVER
1	Ryan Hayden
2	James McLean
3	Paul Johnson

RESULT - STOCK FWD TOURING CAR

POS	DRIVER
1	Ian Harris
2	Kevin Dent
3	Mike Richardson

RESULT - STOCK 4WD TOURING CAR

POS	DRIVER
1	Andrew Bird
2	Pete Allen
3	Carson Green

RESULT - SUPER STOCK 4WD TOURING CAR

POS	DRIVER
1	Andy Travis
2	Matthew Howard
3	Chris Hughes

RESULT - GT TOURING CAR

POS	DRIVER
1	Carl Parkes
2	Adie Parkes
3	Ian Harris

RESULT - MODERN M-07

POS	DRIVER
1	Paul McKeag
2	Adam Burgess
3	Steve Brewer

RESULT - MODERN OPEN TOURING CAR

POS	DRIVER
1	Guy Rogers
2	Adie Malkin
3	Steve Randerson



Racecraft RC took care of any trackside requirements



Ryan Hayden, Neil Simpson and Carl Parkes



Andrew Bird's TT-01 from the stock 4WD touring car class



A real mix of body designs in this M-Chassis heat

Model Car Club beat fellow Bristol member Andy Travis to pole position. Matthew Howard of the Cheshire Cat Club, who'd challenged Andy all season, qualified in third. Staying true to form, Andy kept cool in the finals and took the win with a first and a second ahead of Matthew and Chris.

STOCK FWD TC

The Stock FWD Touring Cars for the FF-01 and FF-02 chassis were lead into the final by Ian Harris (Cheshire Cat Car Club) with Kevin Dent (Independent) and Mike Richardson

(West London Racing Centre) close behind. The guys maintained positions in both finals with Ian taking the spoils.

GT TC

Local man, Carl Parkes topped the qualifying pile in the GT Touring Car class ahead of Adie Parkes (Frome RCCC) and Ian Harris. All three held station across the two finals.

M-CHASSIS

Broxtowe Model Car Club's Neil Simpson and Paul McKeag were

beaten to pole by Kettering's Adam Burgess in the M-Chassis class. Adam took the win to continue his impressive run of M-Chassis victories.

F1

In F1, Jonathan Simblet of Frome RCCC edged out Independent, John Ridding and Stafford's John Fitzpatrick. Jonathan took the win with John Fitzpatrick edging out John Ridding for second.

SUPPORT CLASSES

Paul McKeag took the win in the

M-07 support class while Guy Rogers won the Open Touring Car support class.

The Rowley Regis club kindly donated £50 from the entry fees to Iconic RC's chosen charity, Parkinson's UK. The Iconic Cup Christmas Grand Prix will return in December 2019 at the Rowley Regis club. Their club nights are on a Friday at the Rowley Regis Learning Campus from 18:00 to 22:00, and you can find out more at rowleyregis-modelcarclub.co.uk



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COMING UP

ON SALE: 4 APRIL 2019



TAMIYA TT-02B FIRST TRY RC KIT – building your first RC kit can be daunting but with the First Try Kit from Tamiya some of the more challenging sections come pre-built by the factory in Japan. Andy Carter completes the build from a beginner's point of view and analyses its position in the market.



CUP PREP – in the May issue we look ahead to this year's Iconic Cup that celebrates the famous Eurocup series with racing for Tamiya on-road cars. In this feature Joh Weston catches up with some of the budding entrants to see what they plan to race.



SCHUMACHER TOPCAT CLASSIC – after the success of the CAT XLS re-release, Schumacher's second model to be modernised was the TopCat now called the Classic. This 2WD model with its belt-driven gearbox and laydown front suspension is faithful to the original and allows those that missed out at the time the opportunity to own Schumacher's first 2WD buggy.



ROCHE RAPIDE P12 EVO – the latest "evolution" of the Rapide 1:12-scale from Roche is proving to be the chassis to have when you look at the results from the British Championship. In next month's issue, Peter Winton builds his own kit up, aided by all the knowledge and experience of former World Champion and 1:12 guru, David Spashett. You too can learn some great tips by picking up a copy of the May 2019 issue.

Also in the May 2019 issue, we bring you the latest RC news from around the world, the most up to date kits, hop-ups and spares available, as well as reports from around the country of club and regional action from race series and local competitions.

Although we try hard to ensure that these articles will appear in the next issue, there are instances where this is beyond our control.

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RADIO CONTROL CAR RACER BACK ISSUES

The image shows the front cover of the March 2009 issue of '36 RACE DRIVER' magazine. The cover is dominated by a large, detailed photograph of a black radio-controlled (RC) car, specifically a Tamaya TT-Bie truck, viewed from a front-three-quarter angle. The car has gold-colored accents on its headlights and front bumper. Above the car, the magazine's title '36 RACE DRIVER' is in a stylized font, with '36' being large and orange. Below the title, the text 'THE BIGGEST AND BEST UK RC MAGAZINE' and 'RADIO CONTROL CAR' are printed. The website 'www.rcracer.com' and the date 'March 2009 £2.50' are also present. A large, bold 'RACER' is written across the top of the car. In the bottom left corner, there is a section titled 'UP FOR THE CHALLENGE' in large, glowing red letters, with a sub-headline 'CRASHING'S JOLLY GETS A STUNNING LUTEC RC CAR & MORE!' and a byline 'BY FOLK FREIGHTLINER'. In the bottom right corner, there is a photograph of a white and blue rally car, a Fox, with various sponsor logos like 'SYNER', 'K-Force', and 'AXG'. Above this car is a 'SUBS OFFER' badge that says 'SEE P42'. At the very bottom, there is a 'RETRO-SPECTIVE' section with the text 'ANDY CHARTER REFLECTS ON HIS 30 YEARS IN THE RC LIFE' and 'IN HIS MEMOIR 'STUNNED' HE TALKS ABOUT HIS LIFE IN RC'. A barcode is located in the bottom left corner.

[illegible]

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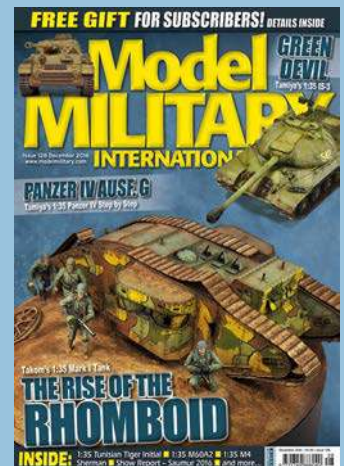
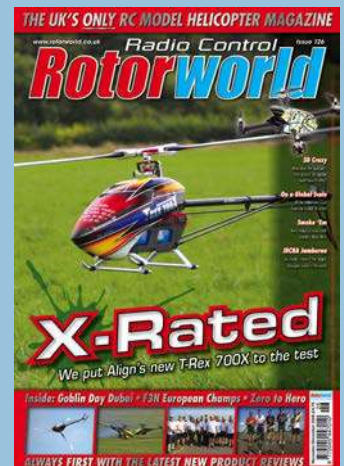
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GOLDEN HELMET R1/WORLD QUALIFYING R1

TTT Raceway/5-6 January 2019/1:12 Oval/Open

 Saturday afternoon at 3pm and the doors to TTT Raceway opened and in came the guys and gals to take part in round one of the Golden Helmet Championship. Some 16 drivers came to take part in round one and that included the current Golden Helmet Champion, Chelle Snowdon in attendance. Various makes of cars were ready to go, but all racers were using the Team Powers motor for this championship. After the rounds were completed, two semi-finals of eight cars were drawn and battle would commence.

Semi-final one saw lots of fast racing, as well as crashing and bashing. Tim Bailey in his Mardave took the lead and pulled away finishing two laps ahead (98 laps) of Chelle Snowdon in her Dot on 96 laps, followed by Noah Bailey in his Mardave on the same lap. The fastest lap of the race went to Chelle with 2.824 seconds.

Semi two was the same as the first with some hard and fast racing from some very big competitors making it a race to watch. Taking the win in semi number two was

Rob Barnard in his Dot Rocket on 93 laps, followed by Ryan Stuart in second place with 90 laps and third was David Tomlinson on 88 laps. The fastest lap of the race was Mr Dot Rocket himself, David Tomlinson with 2.826 seconds.

FINAL

Everyone was excited and ready to go. Think they all wanted to get their hands on the beautiful new Golden Helmet Championship trophies. The buzzer sounded and off they went with the usual first corner carnage.

Everyone got sorted and off they went, fast racing. Bumpers touching, nerfs smashing. Always a fast paced race with these guys on track, and they fought till the end. After six minutes the timer beeped and Rob Barnard took the win with 94 laps followed by the defending champ Chelle Snowdon (92 laps), and Ryan Stuart (91 laps) came in third. The fastest lap of the race went to Tim Bailey in his Mardave with 2.838 seconds as Noah Bailey set the Team Powers lap record at 101 laps.



The Club Racer section of Racer magazine is for everything that goes on in the UK to do with clubs, racing and events. We want to give all clubs and races the chance to get into print and we need your help to get the reports onto the pages of Racer.



Lovely trophies were on offer for the Golden Helmet round



Rob Barnard took the Golden Helmet win from Chelle Snowdon and Ryan Stuart



The top eight drivers for the main final at the first round of World Qualifying



Noah Bailey won the Worlds qualifier the hard way after an early crash

WORLD QUALIFYING R1

The following day saw the first world qualifying for the F2s. It was an 8am start back at TTT Raceway and this time 41 drivers descended on the track to battle it out for world qualifying points. There were seven rounds of four heats with the top two straight through. The next 16 go into two semis with the top three from each semi into the eight car final, whilst the rest are into the Grand National Championship. And boy did they battle. The TTT

five-minute lap record was broken twice today and Rob Whalley equalled the lap record. First Noah Bailey took the record with 101 laps in a faster time, then Rob Barnard smashed Noah's count with 102 laps – well done guys. After the 28 heats, the top two drivers through were Tim Bailey and Rob Whalley.

SEMI ONE

Six minutes of crazy fast racing started with Noah Bailey on pole position, and he drove hard and led the whole race, finishing first on

116 laps, followed by Louis Selby (114 laps) and Daniel Skeels in third (112 laps). The fastest lap of the race went to Simon Bassett with 2.826 seconds.

SEMI TWO

Another eventful race with Martin Nash suffering some bad luck when his receiver broke free of the car and he was forced to retire, which was a real shame as he was high up in the rankings and doing a great job, setting the fastest lap of the race in 2.727 seconds. The marshals were fast and retrieved his parts without

further damage. After six minutes Rob Barnard brought home the win with 115 laps followed by Ryan Stuart on 112 laps and Warren Selby on 109 laps.

FINALS

So that gave us the top eight drivers of the day – Tim Bailey, Rob Whalley, Noah Bailey, Louis Selby, Dan Skeels, Ryan Stuart, Warren Selby and Rob Barnard. While we were waiting for all the finalists to check their cars over and charge their batteries, we had round one of the Grand National



Club Racer

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Championship on track. Now these guys know how to race. Twenty cars, drivers from all over the UK, juniors and seniors alike with the current Grand National Champion Mark Rodgers also on track. Now this is the part of the day that's the most tense. Father-Daughter competition, brothers fighting it out for bragging rights, uncle and nephew battles. And just the most competitive race of the day, but the most fun race of the day. From start to finish, everyone was smiling and laughing and most definitely crashing. The marshal were kept on their toes for the whole six minutes.

At the final buzzer, young Dan Knight crossed the line first with 79 laps, followed by Ian Ward with 73 laps and coming in third was Freddie Clarke with 73 laps. It was a great

days racing from all the juniors, and good to see so many out there enjoying the racing with their F2. #juniorsrule. A big mention to all the dads who keep their kids racing – well done and thank you.

For the last race the cars lined up on the grid. Tim Bailey in the 817 car taking pole position, with Rob Whalley next to him and his young nephew Noah Bailey behind him – no pressure then Timothy! The first corner was carnage, and I think every car crashed or bumped. After 30 seconds everyone had settled down and had got into their rhythm. Noah's epic first corner crash put him at the back of the pack. Pushing and nudging, everyone was guarding their lines trying to make their way back to the top. At two minutes Noah was back in the lead and one

he would hold until the six-minute buzzer. Noah's 117 crossed the line first with 118 laps, followed by Rob with 117 and coming in third was Tim with 114 laps. The fastest lap of the race was set by Rob Whalley with 2.743 seconds. What a fantastic day for Team Pig. Noah smashing his semi curse by winning his final and then going on to win his first-ever World Qualifying round final. Not bad for a ten-year old. I must say that I am very proud of his achievements this last year, but this year he's just getting better and better. I'm sorry if I come across a little biased sometimes, I'm just a proud mum!

SUMMARY

Well what a great first round that was. Karen and Emma in the kitchen kept everyone well fed and watered

throughout the day. So thank you ladies. The TTT team putting on a great round – a great venue that was clean and warm. Thank you to David Tomlinson for great organisation, to Tony Perry for the fantastic trophies and to Ryan Stuart for doing all the points. Not many people get to see behind the scenes, but I would just like to say that Dave and Ryan both work so hard to make sure everything is spot on and the points are correct.

All in all a fabulous weekend of racing. Looking forward to seeing you all at round two at SMF on 27 January.

SCHUMACHER WINTER SERIES

Louth Radio Control Car Club/13 January 2019/1:10/GT12 On-Road/Open

The second round of the Schumacher Winter Series presented by the Louth Radio Control Car Club was held this past weekend. There were 60 entries across four classes that made for a competitive field spread out over the 13.5T Blinky, 17.5T Open, GT12 and Tamiya Truck.

13.5T BLINKY

In this class Chris Lovely was able to take the TQ spot with a commanding pace with his Xray as debutant Craig Mawson would line up second with his Schumacher, Andrew Green third, championship leader Nathan Winyard fourth and Mikey Mansell and his Capricorn fifth. Chris was able to bridge a gap after the first few corner tussle which saw second, third and fourth swap on many occasions. Ultimately Nathan would power through to second, and Andrew would secure the final spot on the podium.

17.5T

In the 17.5T category Jason Lovely would continue on from his previous rounds performance and take a secure TQ. Though it was super tight for second on the grid with Stewart McLeod taking the spot from current champion Andrew Babb with James Beckett in fourth and Peter Covell fifth. A slow start for Jason would see the first few corners be a tight affair with cars swapping places, but he would get back into the lead and put distance

into the field. The battle for second raged on between three cars all race, with Stewart breaking free, and James holding onto third from Andrew and Peter.

GT12

There were more entries in this round for GT12 and the competition would see Luke Eyre secure TQ with seasoned pro Russell Woodhouse second. Lee Stokes, Gary Williamson, Paul Vincent and Lee Ward made up the rest of the A final. The fight for first was close all race with never more than a few car lengths between them and it was Luke would hold on and manage the gap to bring home the win. Russell would have a comfortable run to second as Lee Stokes held onto his third spot.

TAMIYA TRUCKS

The Tamiya Euro Trucks is always a great class to watch with good fun on the track. Mitch Fiddling would secure the top spot for this time around, ahead of Jason Lovely. John Yarnell would secure third, returning Richard Howells fourth, debutant in the class Tom Hardy and Chris Chapman sixth. Mitch would keep it tight for the first few laps before breaking away to take the overall, Jason would have to settle for a comfortable second, John would work hard for third spot but retain it. Tom would come home in fourth from Chris Chapman and Richard Howells.



Chris Lovely won from Nathan Winyard and Andrew Green in 13.5T Blinky



Luke Eyre won GT12 from Russell Woodhouse and Lee Stokes



The truck class was won by Mitch Fiddling from Jason Lovely and John Yarnell



The 17.5T podium of Jason Lovely, Stewart McLeod and James Beckett

HNMC WINTER SERIES

Westmill, Herts/20 January 2019
1:8 off-road/Open

Well I don't know what to say! Eight winter rounds on the trot – that's a new club record and the weather has been very kind too us. Some 80 drivers entered this round and the HNMC track team had done an amazing job again with a national-standard track for this round well done guys. Qualifying in nitro buggy was a three-way fight between Lewis Jones (Team Associated), new Xray team driver Callum Niblett and Graham Alsop with the HB but it was Lewis who took the honours. In E-buggy Simon Reeves took the top spot as George Miller wrapped up truggy.

As usual the top three would transfer in the finals. The F final for nitro buggy saw Al Lee take the win from Dan Bonner and Ryan Luckin. Chris Smoothy won the E final with Nicky Knights second and Ian Watson third. Deane Linan, Sam Dimelow, Louie Arthur and were your D final podium. In the nitro

buggy C final Richard Cousins won from Gary Gregory and Keith Harris, then in the B final Jason Patey would take the win ahead of Aaron Knights and Matt Jessup. The A final for nitro buggy would see the HB Racing of Graham Alsop on the top step of the podium followed by pole sitter Lewis Jones with Callum Niblett third. In the E-buggy class James Clifford was able to beat the pole man Simon Reeves to the win as Keith Jackson completed the podium. In truggy George Miller converted his pole position into a win with Darren Roper second and Warabe Tatekoji third.

Full results can be found at <https://goo.gl/E7zDZP> and videos are available from this round at <https://www.youtube.com/user/juleswinstanley>. To book in for the next round head to <https://goo.gl/52Heib>

Thanks to everyone for another great meeting, especially Edward Lee-Jones in race control.



Graham Alsop topped the nitro buggy podium



The E-buggy win went to James Clifford



The top drivers in the truggy class with George Miller taking the win

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MARCH

2	Indoor Champs 2018-19	Junction 16
3	1:10 off-road winter series	Eden Park Raceway
3	1:10 off-road winter series	Workshop
9	Xray Racing Series	Newbury
9	1:10 off-road winter series	Silverstone
10	Essex Carpet Clash	Hornchurch
10	1:10 off-road winter series	Faversham
10	1:10 off-road winter series	Barham
10	EWS	Rayleigh
10	1:10 off-road club night	1066 Racing
10	1:10 off-road winter series	Bury Metro
17	Rug Racers	Ware
17	Schumacher Winter Series	Louth
22-24	CML Off-Road Masters 2019	France
23-24	BRCA 1:12 On-Road National Championships	Chesterfield
23	DMS 1:10 off-road winter series	Watford
24	CWIC 2018-19	Chippenham
24	1:10 off-road club night	1066 Racing
24	On-road indoor winter series	Colchester
24	1:10 off-road winter series	Midlands Raceway
24	Essex Carpet Clash	Hornchurch
24	Bradby Cup	RHR
30	Bingham Off-road Summer Series	Bingham

APRIL

5-7	EOS	Trencin, Slovakia
5-7	HB Racing European Race Days	Lyon, France
6-7	BRCA 1:10 Off-Road National Championship	RHR
6-7	NitroXCross	Brookthorpe
7	1:10 off-road club night	1066 Racing
7	Essex Carpet Clash	Hornchurch
14	BRCA 1:10 TC Clubmans	Stafford
14	BRCA 1:10 Off-Road Mid-East Regional	Bingham
20	Schumacher GP Series	MB Models
27-28	EFRA Large-Scale Grand Prix	Lostallo, Switzerland
27-28	Iconic Cup	Mendip
27-28	oOos Series	Bury
27-28	BRCA 1:10 Off-Road Mid-East Regional	RHR
28	1:10 off-road club night	1066 Racing
28	BRCA 1:10 TC National Championship	Eastbourne
28	BRCA 1:8 Truggy/E-Truggy/E-Buggy National Championships	Herts

MAY

3-5	EFRA 1:8 Off-Road European B Championship Warm-Up	Valencia, Spain
4-5	BRCA 1:10 Off-Road North-East Regional	RHR
4-5	Rally X for Parkinson's UK	Bingham
4-6	Astro Wars	Plymouth
5-6	NitroXCross	Nene Valley
11-12	BRCA 1:10 Off-Road National Championship	Kidderminster
18-19	BRCA 1:8 Off-Road National Championship	Herts
18-19	oOos Series	Oswestry
19	BRCA 1:10 TC Clubmans	Adur
24-26	EFRA 1:8 Off-Road European Championship Warm-Up	Sacile, Italy
25-26	EFRA Large-Scale Grand Prix	Leipzig, Germany
25-26	Iconic Cup	Carlisle
25	Bingham Off-road Summer Series	Bingham
26-27	NitroXCross	East Shrewsbury
31-2 June	EOS	Austria

JUNE

1-2	Paddy Piston Race	BADMCC
2	BRCA 1:10 TC National Championship	Halifax
7-9	Kyosho Masters	Paris, France
8-9	BRCA 1:10 Off-Road National Championship	Eden Park Raceway
9	BRCA 1:10 TC Clubmans	Cotswold
9	BRCA 1:8 Truggy/E-Truggy/E-Buggy National Championships	North West Nitro
14-16	EFRA 1:8 Off-Road European B Championship	Valencia, Spain
15-16	oOos Series	Southport
15-16	Iconic Schumacher Challenge	Bingham
16	Schumacher BTCC	Bedworth
22-23	RHR Classic	RHR
22-23	BRCA 1:8 Off-Road National Championship	North West Nitro
22-23	EFRA Large-Scale Grand Prix	Groningen, Netherlands
22-23	Iconic Cup	Stafford
29-30	BRCA 1:10 Off-Road National Championship	TORCH
29-30	NitroXCross	JC Raceway
29	Bingham Off-road Summer Series	Bingham
30	BRCA 1:8 Truggy/E-Truggy/E-Buggy National Championships	Brookthorpe

JULY

5-7	EOS	Andernach, Germany
6-7	oOos Series	Mendip
6-7	Iconic Stars & Stripes Challenge	Bingham
7	BRCA 1:10 TC National Championship	Bedworth
8-13	EFRA 1:8 Off-Road European Championship	Sacile, Italy
13-14	BRCA 1:10 Off-Road Juniors/Veterans Championships	Telford
14	Schumacher BTCC	Cotswold
14	BRCA 1:8 Truggy/E-Truggy/E-Buggy National Championships	East Shrewsbury
20-21	BRCA 1:8 Off-Road National Championship	JC Raceway
21	BRCA 1:10 TC Clubmans	West London
21	BRCA 1:10 Off-Road Mid-East Regional	Bingham
26-28	Revival 2019	Bingham
27-28	oOos Series	Stotfold
6-7	NitroXCross	North West Nitro

RACER BUYERS GUIDE

Here's a list of the best shops in the UK for advice, good stocks of the latest products and convenience for you.

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SUNDON MODEL SHOP

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1/8 BUGGY SPECIALIST

Remote World 1:8
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Kyosho major stockist.

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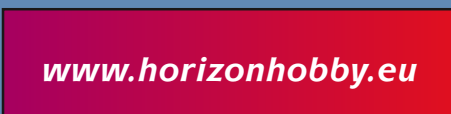
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THE LAST WORD IN EVERYTHING RC!

BUILDING STANDARDS

TURNBUCKLES, BODY POST LOCATIONS AND PLASTIC BUSHES ARE THREE THINGS THAT GETS THE OLD TIME RACER'S BACK UP



I've been thinking, yes, I know it's dodgy, but, well I have built quite a lot of RC cars of all sorts and some things always annoy me, so I here are the three things I believe should be changed and maybe a compliance procedure should be put in place.

NUMBER ONE

The issue of turnbuckles. Is there anyone out there who enjoys making up turnbuckles? They are the one thing in any build that is a pain to do. You reach that page in the instruction book and your heart sinks as you know you are going to spend an evening just making turnbuckles. You know your fingers will be sore and you never seem to have quite the right tool to hold them while screwing

them up. So the first standardisation should be that all kits come with turnbuckles already made up. Surely that's not too much to ask is it? That's number one.

NUMBER TWO

Having several cars that I actually use, I have to have a different body shell for each one because the body post spacings are all different! Why are the body post spacings not all the same? I am talking touring cars here. The cars are pretty much all 190mm and 257mm wheelbase so why oh why do they not have a standard body post configuration? Would make life so much easier and then you could buy pre-cut shells all ready to slip on knowing they will fit perfectly!

NUMBER THREE

Tamiya please note! Plastic bushings! Surely in this day and age it is not too much to ask for a major, and in my opinion the greatest, model maker, to include real bearings in their RC kits? I mean, plastic bushings went out in the stone age, well OK maybe they did not have plastic then but you know what I mean. It would make so much difference to those newbies just starting out. You only have to look at social media when a newbie asks the question what do I need, after buying their first car and the answer is always, bearings! To add a few pounds to the cost of the car is nothing and would make the kits so much better so come on, get a grip and put proper bearings in your kits please. ■

It is Now!



1



2



3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. There was little doubt that the Kyosho Half 8 was very cool. The Mini Inferno electric-powered model initially appeared to be a nitro, but that engine head was a dummy and was fitted to aid cooling, as well as giving the impression of a nitro engine being installed. The ReadySet was 1:16-scale and a scaled down version of its big nitro brother that came built, powered by a six-cell battery and used a 380-sized motor. Controlling the kit was a combined receiver/speed controller unit with a mini-sized servo operating the steering. The transmission was permanent 4WD with geared diffs in the front and rear, a slipper clutch and friction design shock absorbers.

2. In late 2005 Racer built and raced the Hot Bodies Cyclone TC chassis, the model that Andy Moore would use to race to a World Championship title in Collegno, Italy. Since then, the team of drivers have managed to tweak and evolve the platform to keep up with technological developments like LiPo and brushless so in 2011, HB released a brand-new chassis called the TCX. As you can see from the photos of the original Cyclone, things moved on a great deal since 2005.

3. This is the Team Durango development chassis that Jörn Neumann drove at the 2007 Pro-Line Indoor Challenge at Telford. Based around a Thunder Tiger S3, Gerd Streng, the car's designer changed the balance by creating his own chassis moving the engine further forward and more towards the centreline. The centre diff assembly was rotated through 180-degrees with the brake set-up to the side. The design saw the traditional radio tray disposed of with the servos mounted directly to the chassis via posts with the receiver double-sided taped into place. The receiver battery pack is positioned at the very rear creating a very open and spacious look but still retaining a good balance front to rear and left to right.

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NB: Please be aware that due to ongoing development the kit contents may change from those pictured.



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SPECS:

- This is a 1/10 scale R/C model assembly kit. Length: 356mm, width: 244mm. Wheelbase: 170mm.
- The WR-02CB chassis is a new variant specifically for this kit, with superb performance both on and off-road.
- The Chassis retains the durable monocoque centre piece and inline battery pack position, 4-wheel double wishbone suspension and 2-piece steering tie-rod.
- A brand new polycarbonate body takes the original Grasshopper form as a base, giving it a bold re-design for the shorter chassis. Stickers are also inspired by those on the original.
- Headlight cases come as standard, allowing installation of separately sold 5mm LEDs. They use separate polycarbonate lens components.
- Comes with a driver figure for installation in the model.
- Suspension arms feature multiple damper attachment holes for easily adjustable performance.
- Utilizes 2-piece wheels designed specifically for this model, and moulded in durable ABS.
- Tyres are also brand new, with rib pattern front and block pattern rear tyres.
- CVA Mini shock units provide superb cushioning, even on rough off-road surfaces.
- Speed controller and 540 motor included.



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